

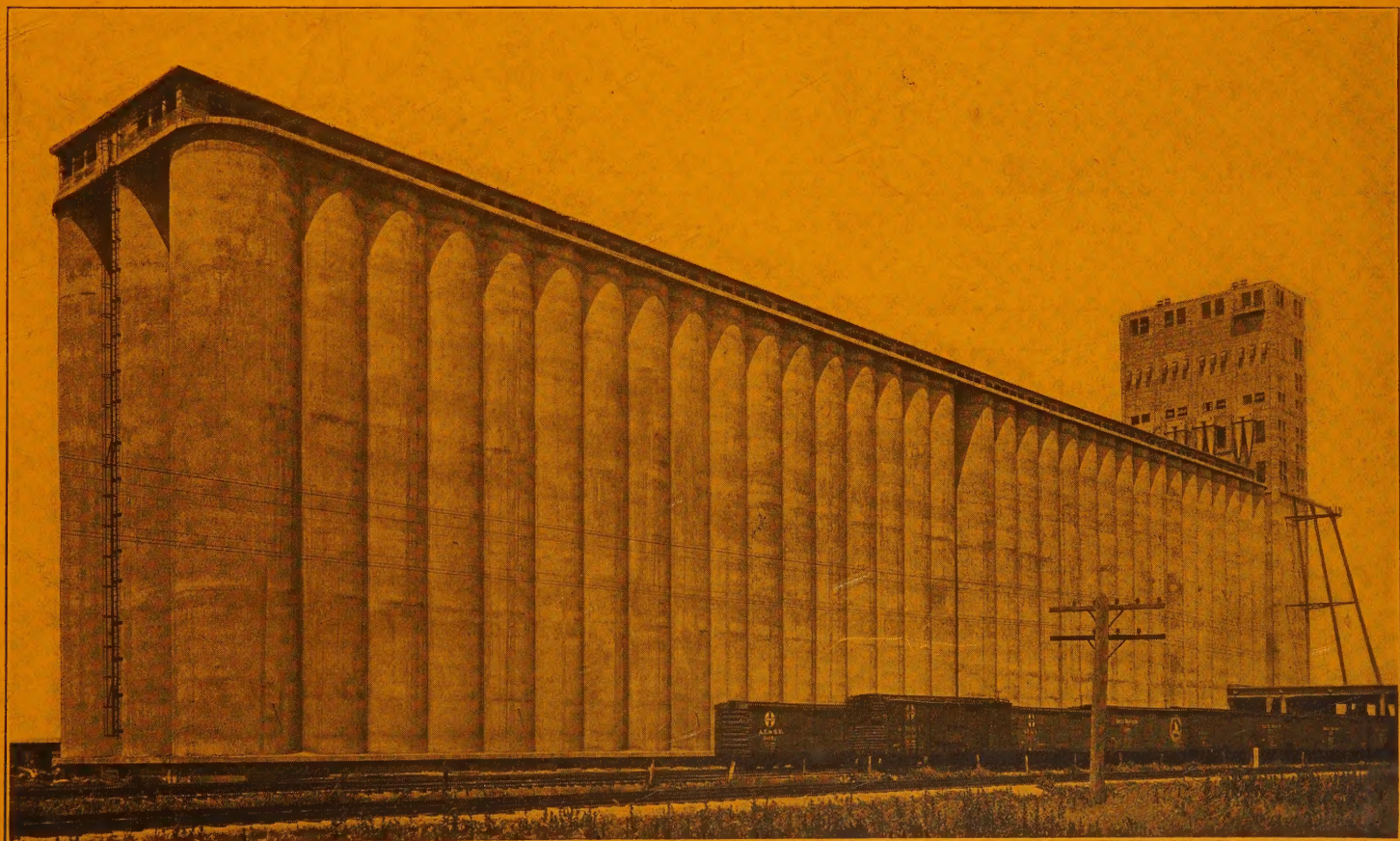
GRAIN DEALERS JOURNAL

Devoted to the construction and operation of better grain, feed and field seed handling plants.

In This Number:

Decision on Collection of Draft
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Mineral Feeding Developed
Certificate for Shipment to Canada
The Elevator Operator's Opportunity
Charging Freight on Grain Doors
Hay Rates Within the Western District



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(Continued on next page.)

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Handling Grain on Commis-
sion Our Specialty

Turner-Hudnut Company

Receivers GRAIN Shippers

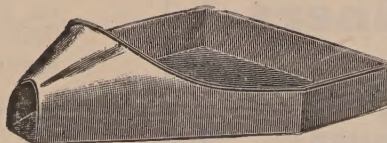
42-47 Board of Trade

Rumsey, Moore & Co.

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Board of Trade Peoria, Ill.

SAMPLE PANS



Made of sheet aluminum, formed
by bending, reinforced around top
edge with copper wire. Strong, light
and durable. The dull, non-reflecting
surface of the metal, which will not
rust or tarnish, assists the user to judge
of the color and detect impurities.
Grain Size, 2½x12x16½", \$2.00.
Seed Size, 1½x9x11", \$1.65.

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GRAIN DEALERS JOURNAL, 309 So. La Salle Street, Chicago, Ill

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Members**TOLEDO**Produce Exchange
Members**JOHN WICKENHISER & CO.**Wholesale Grain Dealers
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We make track bids and quote delivered prices. Solicit Consignments of Grain and Clover Seed. Members Toledo Produce Exchange and Chicago Board of Trade.

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Members**OMAHA**Grain Exchange
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RECEIVERS and SHIPPERS**UPDIKE GRAIN CORPORATION**Elevator Capacity 5,600,000 Bushels
CHICAGO—KANSAS CITY OMAHA DES MOINES—SIOUX FALLS—LINCOLN**CROWELL ELEVATOR COMPANY**

Federal Bonded Warehouse

Capacity, 1,200,000 Bus.

Over 60 Years' Continuous Service

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CHAMBER OF COMMERCE, MINNEAPOLIS, MINN.

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We Buy, Sell, Store and Ship all Kinds of Grain, Choice Milling Wheat and Rye Selected by Expert Buyers. Own and Operate Elevator "L"

Say you saw it in the

JournalWhen you write our advertisers
Thanks**McCaull-Dinsmore Co.**

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Fraser-Smith Co.**GRAIN**

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Members**DES MOINES**Board of Trade
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DES MOINES, IOWA

Terminal and 12 country stations. Capacity 1,000,000 bushels
We specialize in Oats and High Grade Corn
Oats sacked for Southern Trade.**LOCKWOOD GRAIN, Inc.**

Des Moines, Iowa

We Buy and Sell
CORN and OATS**Leaky Cars**

You Know What They Cost

Kennedy Car Liners**SOLVE THIS PROBLEM**

Prevent Leakage of Grain In Transit

**NO WASTE — EFFECTIVE
INEXPENSIVE — EASILY INSTALLED**We Have Car Liners to Take Care of All Cases of Bad Order Cars
Inquiries for Details Invited.**The Kennedy Car Liner & Bag Co.**

Shelbyville—Indiana

Canadian Plant At Woodstock, Ont.

For

European Marketson grain, flour and feed products
best and most reliable information is
found in the daily**"German Grain Journal"**a sample copy of which will be
sent byVerlag der Deutschen Getreide-Zeitung
Copenickerstr, 48/49, Berlin, S. O. 16, Germany

DIAMOND RUBBER CO. INDUSTRIAL NEWS

Diamond grain belts prove their economy by *extra years of service*

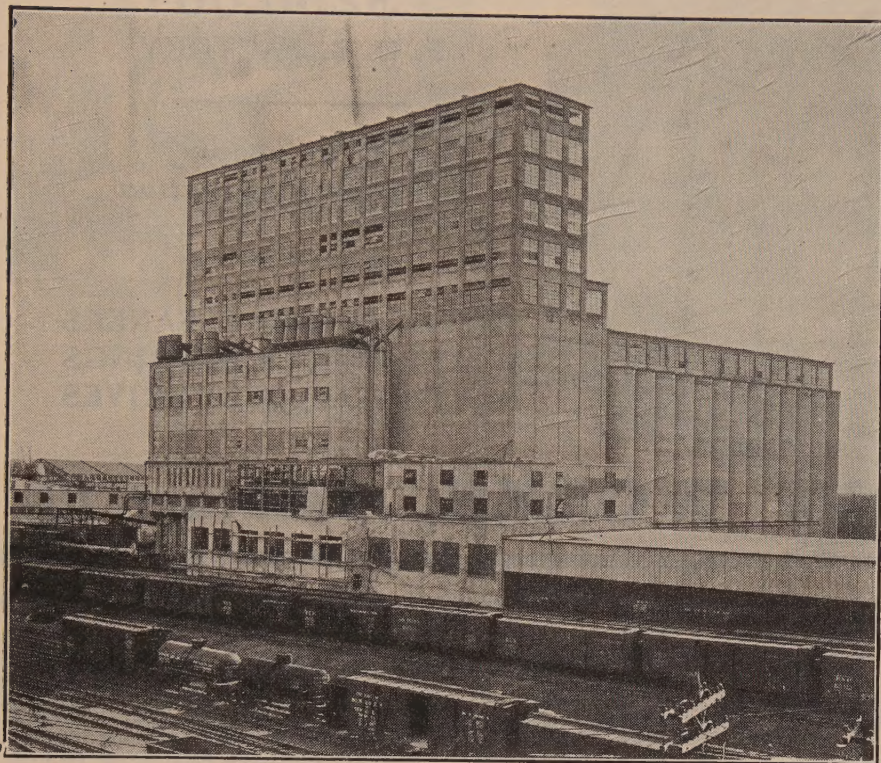


PHOTO shows the 3,800,000 bushel Terminal Grain Elevator of the B. & O. Railroad Company at Baltimore, Md., in which 9½ miles of Diamond Grain Belts, weighing 149 tons, were installed during the early part of 1925. This is one of the fastest grain handling plants in the world.

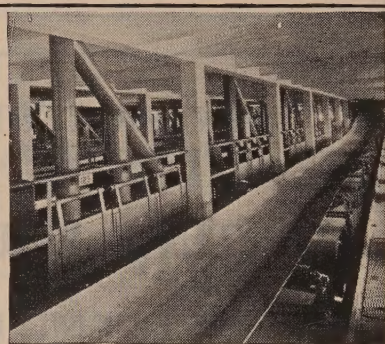


Photo shows interior view in the 3,800,000 bushel Terminal Grain Elevator of the B. & O. Railroad Company at Baltimore, Md. Photo shows typical Diamond belt installation over storage bins

INITIAL cost is no measure of a grain belt's economic value. That must be reckoned in years of service.

That is why Diamond grain belts have attained their pre-eminent position in the grain handling centers of the United States. Their economic value has been proved through many years of service at Southern ports, at Eastern terminals, on the Great

Lakes, on the Pacific Coast, and in the huge granaries of the Middle West.

When you specify Diamond grain belts, you are specifying not only the *best*, but also the *most economical* belts for the handling of grain.

Write our nearest branch for detailed information and quotation. The Diamond Rubber Company, Inc., Akron, Ohio.

THE DIAMOND RUBBER COMPANY, INC.
Akron, Ohio

Supplies the country from these eleven service centers

Akron - Atlanta - Kansas City - New York
Philadelphia - Dallas - Boston - Chicago
Los Angeles - Seattle - San Francisco

Diamond

RUBBER BELTING



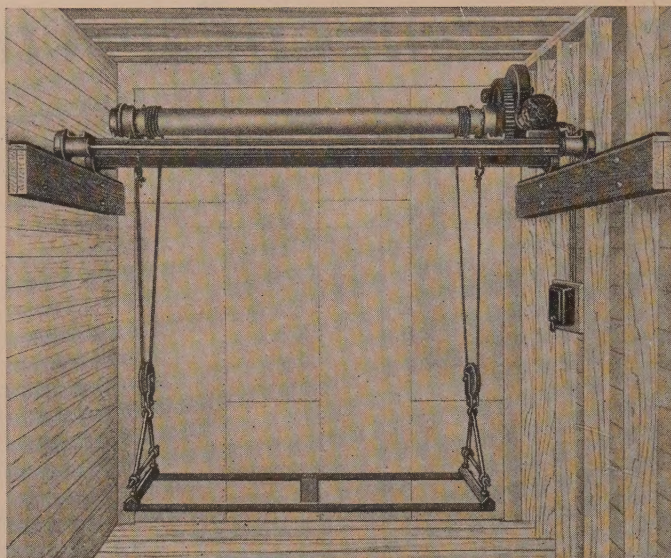
HOSE · PACKING

HERE IT IS

WESTERN ELECTRIC TRUCK DUMP

IT'S NEW

SIMPLE—EFFICIENT—EASY TO INSTALL



Price Complete
\$250.00

F. O. B. FACTORY

*Write us for
complete information*

SHELLERS AND CLEANERS
HYATT ROLLER BEARINGS
DAYTON COG BELT DRIVES

UNION IRON WORKS, Decatur, Ill.

WINTER TESTS THE SAFETY OF YOUR HEATING EQUIPMENT

PREVENT FIRE
BY SAFE FURNACES AND
STOVES AND
STANDARD CHIMNEYS

NOT TOO LATE TO PREPARE
FOR WINTER

Our Engineering Department is at your
service.

Write your Mill Mutual Insurance Company
or this office for particulars.

MUTUAL FIRE PREVENTION BUREAU
230 East Ohio Street — CHICAGO, ILL.

TRI-STATE MUTUAL GRAIN DEALERS FIRE INSURANCE CO. LIVERNE, MINN.

We write Fire and Tornado Insurance covering Grain Elevators and contents, also Dwellings and Mercantile property.
OVER HALF A MILLION DOLLARS RETURNED TO OUR POLICYHOLDERS IN 26 YEARS
ASK ABOUT OUR SAVING PLAN

E. A. Brown, Pres. W. Z. Sharp, Treasurer
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A Final Check

of your fire extinguishing appliances before cold weather may save your plant. See that extinguishers are in good working order. Fill up the water barrels, adding salt or calcium chloride if necessary, and make certain buckets are in place.

Don't let fire catch you unprepared.

GRAIN DEALERS NATIONAL MUTUAL FIRE INS. CO. INDIANAPOLIS, INDIANA

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Secretary & Treasurer
Indianapolis, Ind.

C. R. McCotter
Asst. Secy. and Western Mgr.
Omaha, Neb.

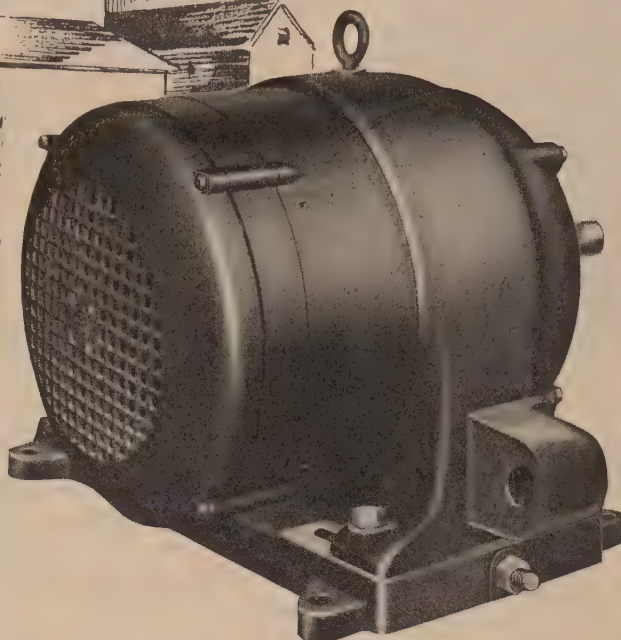
Western Grain Dealers Mutual Fire Insurance Company

DES MOINES, IOWA
J. A. KING, President
A Legal Reserve Mutual Fire Insurance Company

Safe!



Approved by
Mutual
Fire
Prevention
Bureau
for minimum
insurance rates.



An all-enclosed, self-ventilating motor—requires no piping!

All the convenience of open type motor installation is obtained in this self-ventilating, all-enclosed Fairbanks-Morse Type HAC Motor. No troublesome breather and vent piping to take up floor space. Place the motor where you want it and forget the ventilation problem.

There is a big safety consideration also. The method of ventilation materially reduces fire hazard and protects vital parts from dust and dirt. Air is drawn into the free end of the motor through a grid and then passed back through the ventilating

spaces over the thin metal winding shields. The shields serve to radiate heat quickly and protect windings from dust clogging.

The standard Fairbanks-Morse features such as ball bearings and unusual mechanical strength are also included in the "HAC." Write for complete information.

FAIRBANKS, MORSE & CO.

900 S. Wabash Ave., Chicago

32 branches at your service throughout the United States

FAIRBANKS-MORSE MOTORS

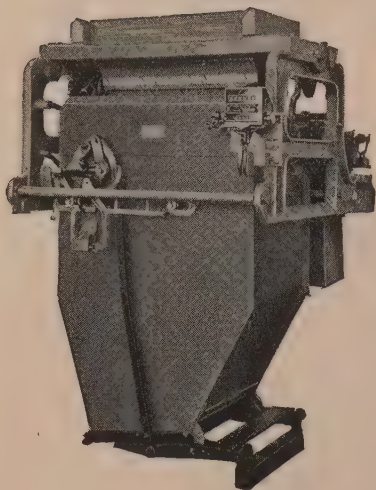
Pioneer Manufacturers of



ball bearing motors

EA40.26

Install the Richardson All-Automatic Grain Shipping Scale



for efficient loading and accurate weighing

Every car load shipment of wheat, corn, or oats weighed over a **Richardson** is weighed accurately. No poises to be set back to zero. No adding up and writing down of totals to invite mistakes. No time lost.

Load the car and print the weight. Then in the event of loss through leakage, theft, or accident, **you are protected** and have proof of the loading weight.

Remember, the Richardson Automatic Scale costs least to install, costs least to operate, and has the lowest maintenance costs.

RICHARDSON SCALE COMPANY

CLIFTON, NEW JERSEY

WICHITA

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Christmas Greeting Cards

Keep up the Christmas Spirit with a message of cheerfulness, do it with holiday greeting cards.

FREE

A complete set of samples, Business or Personal greeting cards, or both, with price list, will be mailed promptly for your inspection.

We specialize in Engraved Business Announcements

AMERICAN EMBOSSING COMPANY

193-195 SENECA STREET

BUFFALO, N. Y.

What's Wanted?

The quickest way to supply your needs is to tell your wants to a sympathetic audience.

The "Wanted and For Sale" pages of the GRAIN DEALERS JOURNAL affords the largest and best medium to make your wants known.

Read what satisfied customers say:

"It pays to advertise in the GRAIN DEALERS JOURNAL. We have had several desirable replies to our Help Wanted ad."—Bloomington Mills, Bloomington, Ill.

"You need not insert our ad. again as we have found a boiler."—Hoerner Elev. & Mills Co., Lawrenceville, Ills.

"We have secured all the help we need from our adv. in the JOURNAL. We have probably received 40 or 50 replies, and are much pleased with results."—Clovis Mill & Elev. Co., Clovis, N. M.

The charge for such announcements is small—only 25c per type line. Try them. Supply your needs quickly.

Grain Dealers Journal

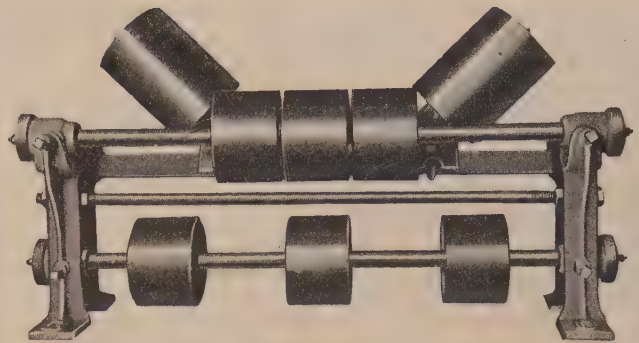
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CHICAGO, ILLS.



KEEP
tuberculosis away
from them
BUY
CHRISTMAS SEALS

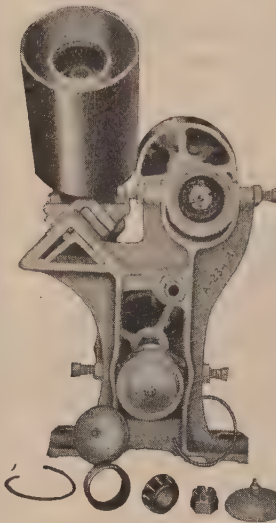
THE NATIONAL, STATE, and LOCAL
TUBERCULOSIS ASSOCIATIONS of the THE UNITED STATES



CONVEYING EQUIPMENT

Equipped with

TIMKEN ROLLER BEARINGS



IT IS now possible to secure more efficient conveying equipment. It is manufactured by "Ehrsam" and equipped with Timken roller bearings. This type of conveying equipment makes for greatly increased economy and efficiency in operation.

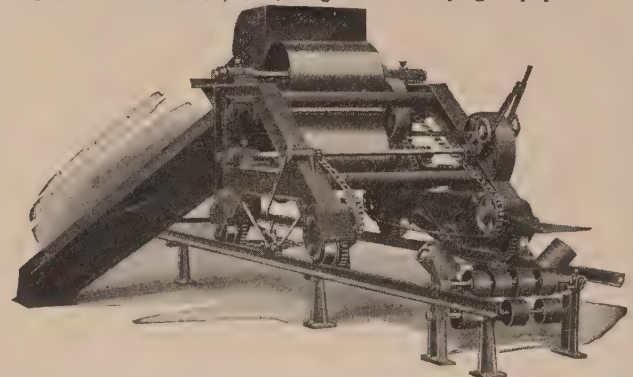
"EHR SAM"

Grain Handling & Milling Equipment

Ehrsam manufactures a complete line of grain handling and milling equipment. For over fifty years they have pioneered in equipment of this type. This insures complete satisfaction when ordering Ehrsam equipment.

J. B. Ehrsam & Sons Mfg. Co. ENTERPRISE, KANSAS

Manufacturers of Machinery for Flour Mills; Grain Elevators; Cement Plaster Mills; Salt Plants; Coal Handling and Rock Crushing Systems; Fertilizer Factories; Power Transmission, Elevating and Conveying Equipment.



The illustration shows the Ehrsam heavy duty self-propelling tripper. Equipped with roller bearings or collar rolling bearings and either worm gear or friction drive. A very efficient machine.

BITRIDE

A proven Weevil and Moth exterminator based on materials recommended by the United States Department of Agriculture.

Approved by Mutual Underwriters as
non-inflammable and non-explosive

100% ACTIVE

DITRIDE

A similar product for Weevil extermination Approved by both Bureau of Explosives and Fire Underwriters' Laboratories (as to fire and explosion).

100% ACTIVE

Thompson-Hayward Chemical Company

Kansas City, Missouri

Inquiries Solicited



When you "hop on a
Humphrey" you save
time, energy and
promote efficiency.

Humphrey
Employees'
Elevator

Write—
Humphrey
Elevator Co.

900 Division St.,
Faribault, Minn.

The safe one-man Car Mover



**The
NEW BADGER**

It is a combination of powerful leverages that enables one man to move the heaviest cars with a minimum of effort with the NEW BADGER.

Our No. 2 New Badger HEAVY DUTY model is made with an electric STEEL shoe—fully guaranteed for one year.

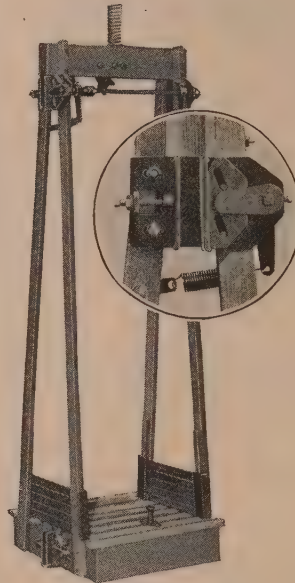
Every elevator should be equipped with our new HEAVY DUTY model.

ADVANCE CAR MOVER COMPANY, INC.

APPLETON - WISCONSIN

THE NEW MANLIFT

"RIDE-SAFE"



Beyl Design

is now ready to insure you. Order today before your first trip up is the last one down!

"RIDE-SAFE"

Tells the story in the name. Its factor of safety exceeds anything on the market.

50 ft. Complete

\$75.00

Less Counterweight

\$65.00

You value your life many times this cost. Why risk it?

LINK BELT SUPPLY CO.

MINNEAPOLIS, MINN.

EXCLUSIVE MANUFACTURERS

Improved Duplicating Grain Tickets

With the use of Form 19GT as a scale book much time and labor will be saved as one writing with the use of carbon will give you a complete record and a ticket for the hauler. Chance of error will be minimized as both the ticket and office record will be the same.

This book contains 250 leaves. Each of the 125 original leaves bears four scale tickets, is machine perforated, printed on white bond, size of tickets 3x6 $\frac{3}{8}$ inches. The 125 duplicates are printed on manila but not perforated. Check bound at top of tickets with hinge top cover, 500 tickets in each book arranged horizontally. Size of book 7 $\frac{1}{2}$ x12 inches, each book supplied with 5 sheets of carbon.

The printing is crosswise ticket and has spaces for the following record: "Owner, Hauler, Grain, Grade and Dockage, Gross, Tare, Net, Total Dockage, Net Pounds, Bushels, Price and Amount, Storage Ticket No., Station Ticket No., and Date, Weigher, Name of Firm or Buyer."

Form 19GT Duplicating (250 pages) \$1.50

Form 19GT Triplicating (375 pages) 2.00

Grain Dealers Journal

309 So. La Salle St.

Chicago, Ill.

The Proper Christmas Present

for your business or a Brother Grain Dealer is a copy of

Universal Grain Code

the most complete and up-to-date code published for the use of the grain dealers and millers. Its use will protect the contents of your messages as no other code used in the domestic grain trade can do. Its 146 pages of bond paper contain 13,745 expressions for present-day terms, and no two of them are near enough alike to cause confusion in the translation of messages. Bound in flexible leather. Price, \$3.00.

GRAIN DEALERS JOURNAL

309 South La Salle Street
CHICAGO, ILL.

I Am the Man You Want

I can fill that position you have open—fill it perfectly, to your satisfaction. Tell me where to find you in a

Grain Dealers Journal
Want Ad.

Cover's Dust Protector

Rubber Protector, \$2.00
Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.
H. S. COVER
Box 404 South Bend, Ind.



10,000 SHIPPERS
Are now using

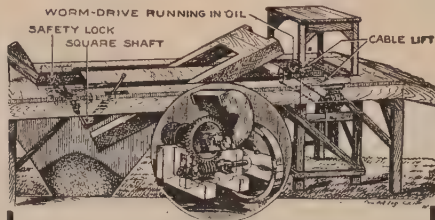
TYDEN CAR SEALS

Bearing shipper's name and consecutive numbers.

Prevent
CLAIM LOSSES
Write for samples and prices.

INTERNATIONAL SEAL & LOCK CO.

Railway Exchange Bldg., Chicago, Ill.



NEWELL CONSTR. & MACHINERY CO.

Cedar Rapids, Iowa

Originators of the Electric Truck Dump



The McMILLIN Wagon & Truck Dump

THE POWERFUL DUMP

Speedy—Substantial—Durable

Our quick, simple, safe and easily operated arrangement for attaching and detaching to the front wheels of a vehicle does away with the many objectionable features on truck dumps,—as there is nothing lifted but the front end of the vehicle.

This lifting arrangement being connected to the overhead trolley is a simple way of hoisting at any point along the track, and cause this dump to be able to dump into one single dump door or any number of dump doors regardless of the length of the vehicle or the distance the dump doors are apart.

This dump is doubly strong for the heaviest loads. Vehicles can be raised to any angle.

Standard sized dump doors is all that is required. All dumps equipped for both hand and power operation. Two horse power motor or a 4" belt from other machinery is sufficient power.

ADDRESS

L. J. McMILLIN

525 Board of Trade Bldg.
INDIANAPOLIS, INDIANA

Get Rid of It

That machinery you have around your elevator, for which you have no further use, becomes less valuable each day. Get rid of it at once. This can be done easily. Here's one instance:

Roy C. Bates, Kerrick Grain Co., Normal, Ill., ran the following ad in the "Machines for Sale" column of the Journal:

FOR SALE—One Boss air blast car loader, one suction fan, one 44"x12" iron pulley on 2 3/16" shaft 48" long, one 40"x7" split iron pulley, assorted shafting and pulleys. Write Kerrick Grain Co., Normal, Ill.

After one insertion, he wrote:

"We had six inquiries in regard to the loader, from four different states, and sold it to the first man who answered the ad, a dealer in Missouri. Had one inquiry for the suction fan, and sold it to that man. The rest of the material does not amount to much."

Advertising in the "Wanted-For Sale" department of the Journal, places your proposition before over 7,000 live, progressive dealers, each number, at a cost of only 25c per type line each insertion. It is your market place—make use of it. Send us the facts about what you have to offer, and we'll prepare an advertisement, and submit to you.

Grain Dealers Journal

309 S. La Salle St.

Chicago, Ill.

Grain Shipping Record Books

Record of Cars Shipped. This form enables country shippers to keep a complete record of each car of grain shipped from any station, or to any firm. It has the following column headings: Date Sold, Date Shipped, Car Number, Initials, To Whom Sold, Destination, Grain, Grade Sold, Their Inspection, Discount, Amount Freight, Our Weight Bushels, Destination Bushels, Over, Short, Price, Amount Freight, Other Charges, Remarks. The book contains 80 double pages of ledger paper, size 9 1/2 x 12 inches, and has spaces for recording 2,320 carloads. Well bound in heavy cloth with keratol back and corners. Shipping weight, 2 1/2 lbs. Order Form No. 385. Price \$3.00.

Sales, Shipments and Returns. Is designed to save time and prevent errors. The pages are used double. The left hand pages are ruled for information regarding "Sales" and "Shipments"; the right hand for "Returns". The column headings enable you to make complete records for each transaction. The book contains 80 double pages, and index of ledger paper, size 10 1/2 x 16 inches, will accommodate records for 2,200 cars. Bound in heavy canvas with keratol corners. Shipping weight, 3 3/4 lbs. Order Form 14AA. Price \$3.75.

Grain Shipping Ledger for keeping a complete record of the shipments of 5,000 cars. Facing pages are given to each firm to whom you ship and page is indexed. This book contains 80 double pages of ledger paper with 16-page index, size, 10 1/2 x 15 1/2 inches, well bound with cloth covers and keratol back and corners. Shipping weight, 4 lbs. Order Form No. 24. Price, \$4.25.

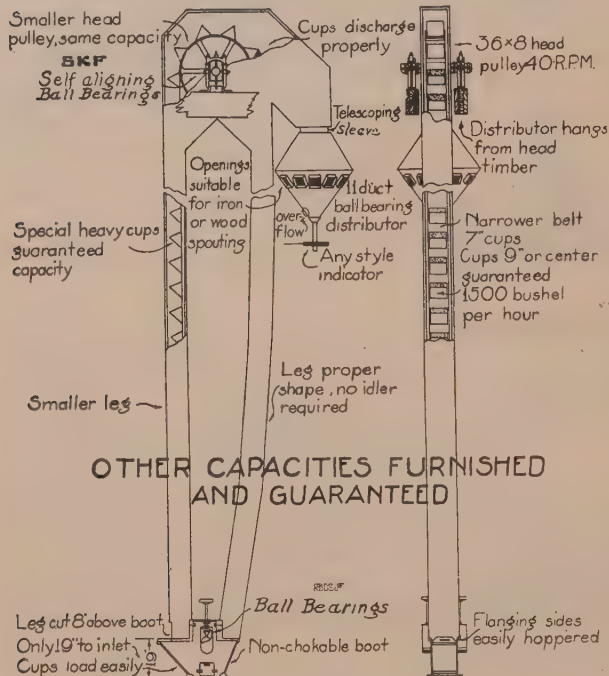
Shippers Record Book. This book is designed to save labor in handling grain shipping accounts and gives a complete record of each car shipped. Its 80 double pages of ledger paper, size 9 1/2 x 12 inches, provide spaces for 2,320 carloads. Wide columns provide for the complete record of all important facts of such transactions under their respective heads. Bound in heavy cloth with keratol back and corners. Shipping weight, 2 1/2 lbs. Order Form 20. Price \$3.00.

Grain Dealers Journal

309 South La Salle St., Chicago, Ill.

GRAIN ELEVATOR BUILDERS

OUR GUARANTEED CAP. ELEVATOR LEG



WHITE STAR CO.
WICHITA KANS.

Younglove Engineering Company

Grain Elevators, Transfer Houses,
Coal Pockets, Feed Plants

Wood or Fireproof Construction

**"If Better Elevators are Built
They will STILL be Youngloves"**

SPECIALIZING

Concrete Pits that ARE Waterproof

418 Iowa Bldg.,
Sioux City, Iowa

Box 1172
Fargo, N. Dak.

THE VALUE

OF AN ADVERTISEMENT

Depends upon placing it before the right persons. You can get your advertisements before the grain dealers of the country by using this space.

**Tell us what you need for your elevator
and we will tell you where to get it.**

WILLIAMS CONSTR. CO.

Specializing in
Building and Repairing
Country Elevators

3321 Shawnee Ave. Des Moines, Ia.

BIRCHARD Construction Co.

Architects and Contractors
Grain Elevators—Mills

B. SAMPSON

Lincoln, Nebr.

Geo. W. Quick & Sons

Tiskilwa, - - - Illinois

Designers and Builders
Concrete Grain Elevators

Waterproof Pits a Specialty

Reliance Construction Co.

Board of Trade Indianapolis, Ind.

Designers and Constructors
of the better class of grain elevators
—concrete or wood

A. F. Roberts Construction Co.

Sabetha, Kansas

ERECTS
Elevators
Corn Mills
Warehouses
FURNISHES Plans
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Machinery

Weller Metal Pdts. Co.

Chicago Office Factory
505 Webster Bldg. Hammond, Ind.

SHEET METAL WORK
Grain Elevators a Specialty



NEW GERBER DOUBLE DISTRIBUTING SPOUT
Sold with or without steel spout frame. Also made for single, triple and quadruple leg.

Gerber Double Distributing Spout

Our New Gerber single, double, triple and quadruple distributing spouts are the only practical spouts for elevator legs of one, two, three or four stands. All legs can be used to elevate into one bin or car at the same time, or can be used separately. Only one spout is required to run from distributors to each bin. You have full control of your distributing. All spouts are operated from working floor, absolutely eliminating any mixture of grains.

Grain Elevator Equipment

Get your elevator in order before the new crop starts to move. We can quote attractive prices on the best of everything in the grain elevator equipment line. Write us for catalog H-3.

James J. Gerber

126 Sixth Ave. S.

Minneapolis, Minn.



Santa Fe Elevator "A"

Kansas City, Kans.

Capacity
6,500,000 Bushels

John S. Metcalf Co.

Grain Elevator Engineers and Constructors

111 W. Jackson Blvd., Chicago

460 St. Helen Street, Montreal

837 W. Hastings St., Vancouver, B. C.

17 Dartmouth Street, London, England

The Barnett and Record Co.

Engineers

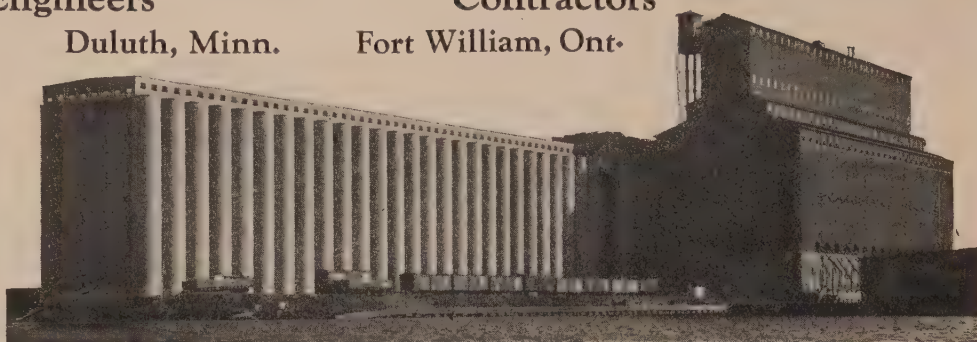
Contractors

Minneapolis, Minn.

Duluth, Minn.

Fort William, Ont.

Designed and Built
this 3,000,000 Bushel
Grain Storage Annex
to Great Northern
Elevator "S"
Superior, Wis.



GRAIN ELEVATORS

Have your next elevator designed by
Experienced Elevator Designers
Have your construction work supervised by
Experienced Engineering Supervisors

HORNER & WYATT

Consulting Engineers to the Grain Trade

468 Bd. of Trade Bldg.

Kansas City, Mo.

IT PAYS TO PLAN BEFORE YOU BUILD

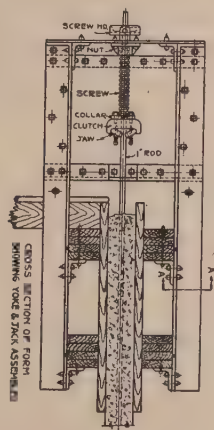


Elevator "L"
Minneapolis

Designed and Built by

McKENZIE-HAGUE CO.

Minneapolis, Minn.



SELL or RENT Form Lifting JACKS

Grain Elevators, Silo
Coal Pit Construction
Blue Prints Furnished

Nelson Machine Co.

Waukegan, Illinois



DAY Dust Collectors

have been standard
equipment in better
grain elevators for
over forty years.

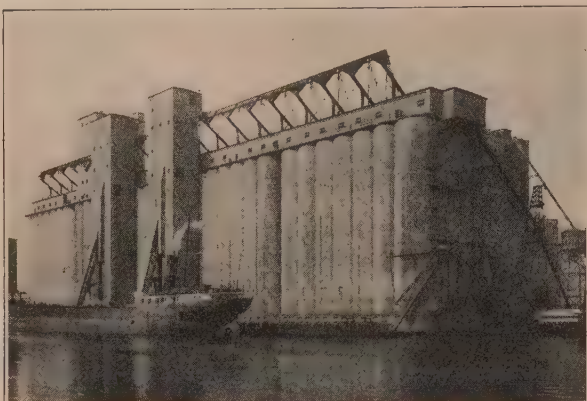
There's a Reason

The Day Company

Dust Collecting Engineers

3132 Snelling Ave., Minneapolis, Minn.

GRAIN ELEVATOR BUILDERS



International Milling Co.

Buffalo, New York

Capacity 3,500,000 Bushels

Designed and built by us in
three periods of construction

Jones-Hettelsater Construction Co.

Grain Elevators, Flour and Feed Mills
600 Mutual Bldg. Kansas City, Mo.

FEGLES CONSTRUCTION CO., Ltd.

Engineers — Constructors
Fort William, Ont. Minneapolis, Minn.

DESIGNED for the years
ahead—an advance we propose
to maintain.



N. M. Paterson Co., Ltd. 2,500,000 Bu. Elevator Fort William, Ont.

L. D. Rosenbauer, Pres.
H. P. Roberts, V. Pres.

Southwestern Engineering Company

Designers and Builders

Modern Mills, Elevators and Industrial Plants
SPRINGFIELD, MO.

L. W. Ledgerwood, Sec.
A. E. Owens, Supt. Cons.

Stevens Engineering & Construction Co., Inc.
1609-10-11 Landreth Bldg. ST. LOUIS, MO

Designers and Builders

GRAIN ELEVATORS

Flour and Feed Mills

Warehouses

Elevators, Mills, Warehouses

Designed, Built, Repaired

Estimates Cheerfully Furnished

HOGENSON CONSTRUCTION CO.

Corn Exchange Minneapolis, Minn.

Western Engineering Co.

610 Cooper Bldg. Denver, Colo.

Contractors and Builders of
Grain Elevators that more
than satisfy the most critical.

L. J. McMILLIN

Engineer and Contractor of

GRAIN ELEVATORS

Any Size or Capacity

523 Board of Trade Bldg., Indianapolis, Ind.

CRAMER BUILT

elevators have won the confidence of discriminating grain dealers for long and economical service.

W. H. CRAMER CONSTRUCTION CO.

North Platte, Nebr.

Plans and Specifications Furnished

The Star Engineering Company

Specialists In

Grain Elevator Construction

Our elevators stand every test
Appearance, Strength, Durability
and Economy of Operation

Estimates and Information promptly furnished

Wichita, Kansas

E. H. CRAMER

Hampton, Nebraska

Designer and Builder of
Grain Elevators

Upon readers patronage of its
advertisers depends the success of
the *Grain Dealers Journal* work.
Will you mention it?

GRAIN ELEVATOR BUILDERS



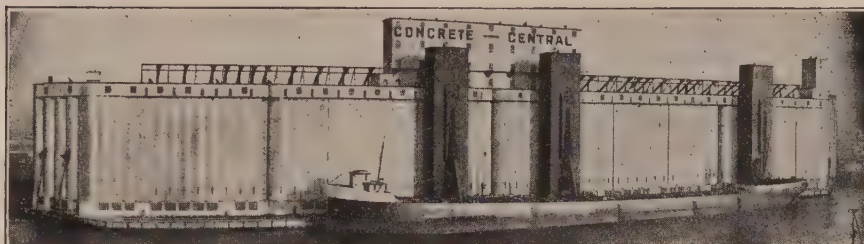
FOLWELL ENGINEERING CO.

Engineers and Constructors

333 North Michigan Avenue
CHICAGO, ILLINOIS, U. S. A.

3,000,000 Bushel Concrete Grain Elevator
Designed and Built for
A. E. Staley Mfg. Co., Decatur, Ill.

Operated by
The Eastern Grain,
Mill and Elevator
Corporation

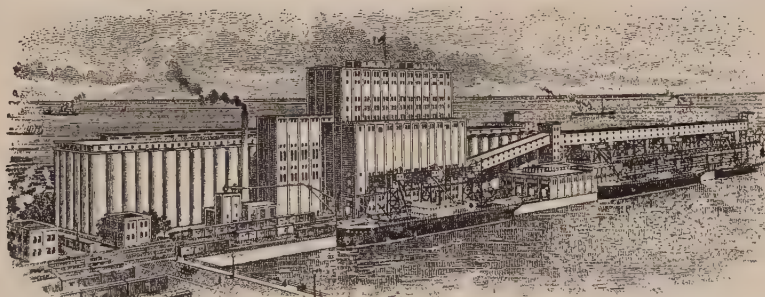


Concrete-Central
Elevator, Buffalo,
N. Y.
Capacity
4,500,000 Bushels

Designed and Built by

Monarch Engineering Company
Buffalo, N. Y.

Capacity
5,000,000
Bushels



Equipped with
Four Stewart
Link-Belt
Grain Car
Unloaders

PENNSYLVANIA RAILROAD ELEVATOR AT BALTIMORE

JAMES STEWART CORPORATION

ENGINEERS AND CONTRACTORS

FISHER BUILDING—343 S. DEARBORN ST., CHICAGO, ILLINOIS

W. R. SINKS,
PRESIDENT
Phone Harrison 8884

H. G. ONSTAD,
VICE-PRES.-GEN'L MGR.

ELEVATORS—FEED MILLS—WAREHOUSES
CHALMERS & BORTON

720 Pioneer Trust Bldg.

KANSAS CITY, MO.

HICKOK Construction Co.
ELEVATORS MINNEAPOLIS

GRAIN and COAL ELEVATORS

T. E. IBBERSON CO.

CONTRACTING ENGINEERS

MINNEAPOLIS, MINN.

1334

Is the number of bins at this writing for which orders have been received for materials only or for installation complete of

The Zeleny Thermometer System

since January 1, 1929, and here is the proof:

Location	Bins	Location	Bins
Alton Grain Elevator Co.	58	Midland Flour Milling Co.	26
..... Kansas City, Mo.		..... Newton, Kans.	
*American Milling Co., Peoria, Ill.	29	Midland Flour Milling Co.	
*Brooks Elevator Co.		..... No. Kansas City, Mo.	24
..... Minneapolis, Minn.	8	*Montana Flour Mills Co.	
Cascade Milling & Elevator Co.		..... Harlowton, Mont.	12
..... Cascade, Mont.	7	*Pillsbury Flour Mills Co.	
*C. B. & Q. Ry. Co.		..... Enid, Okla.	93
..... St. Louis, Mo.	27	*Pillsbury Flour Mills Co.	
Continental Grain Co.		..... Springfield, Ill.	96
..... Minneapolis, Minn.	6	*Pillsbury Flour Mills Co.	
Enid Terminal Elevator Co.		..... Wichita, Kans.	116
..... Enid, Okla.	17	*Postum Co., Battle Creek, Mich.	23
*General Mills, Inc., Enid, Okla.	54	*Quaker Oats Co.	
*General Mills, Inc.		..... Cedar Rapids, Iowa	150
..... Wichita, Kans.	86	*Quaker Oats Co., St. Joseph, Mo.	84
*Igleheart Bros., Inc.		Robinson Milling Co.	
..... Vincennes, Ind.	21	..... Salina, Kans.	11
*International Milling Co.		Salina Terminal Elevator Co.	
..... Buffalo, N. Y.	36	..... Salina, Kans.	16
*International Milling Co.		*Security Elevator Co.	
..... Davenport, Iowa	27	..... Hutchinson, Kans.	39
*International Milling Co.		*Sheffield Elevator Co.	
..... Moose Jaw, Sask. Can.	48	..... Minneapolis, Minn.	12
*International Milling Co.		*Twin City Trading Co.	
..... Saskatoon, Sask. Can.	41	..... Minneapolis, Minn.	8
*King Midas Mill Co.		*Union Terminal Ry. Co.	
..... Hastings, Minn.	14	..... St. Joseph, Mo.	38
Midland Flour Milling Co.		Wichita Terminal Elevator Co.	
..... Blackwell, Okla.	24	..... Wichita, Kans.	33
Midland Flour Milling Co.		Wolf Milling Co.	
..... Halstead, Kans.	19	..... Ellinwood, Kans.	31

Write them for comments. Write us for prices. Repeat orders and an increasing volume of business tell the true story of the success of

THE ZELENY THERMOMETER SYSTEM

ZELENY THERMOMETER COMPANY

542 S. Dearborn St., Chicago, Ill.

*Had system prior to 1929 installation.

Rid Your Elevator of RATS and MICE

These rodents do millions of dollars' damage in elevators to sack grain, seeds, feed, etc.

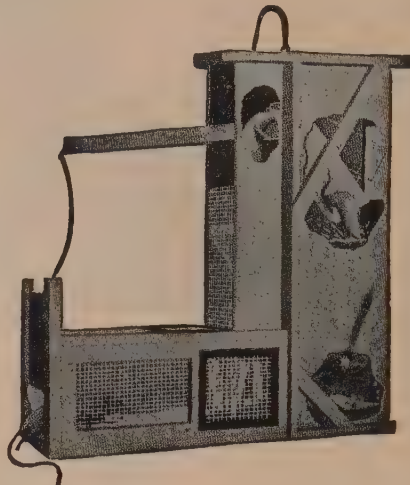
You can eliminate losses in your plant by using

"PEERLESS"
TRADE MARK RECEIVING

Automatic Rat and Mouse Traps.

This Automatic Trap catches and kills by the wholesale. Each victim resets the trap for the next. Clean, sanitary and lasts for years.

It has made good under the most desperate conditions in thousands of elevators, seed houses, flour and feed mills. Endorsed by leading firms in all lines of business. Over 150,000 in use.



Write today for full information

Each victim sets the trap for its fellows

A. O. Automatic Trap Co.

630 Jackson Boulevard

Chicago, Illinois

WHAT DO YOU NEED?

to modernize your plant so it will minimize your labor and increase your profits? Is it here?

Account Books	Head Drive
Attrition Mill	Leg Backstop
Bag Closing Machine	Lightning Rods
Bags and Burlap	Loading Spout
Bearings { Roller	Magnetic Separator
Belting { Ball	Manlift
Bin Thermometer	Moisture Tester
Bin Valves	Motor Control
Bleachers and Purifiers	Mustard Seed Separator
Boots	Oat Clipper
Buckets	Oat Huller
Car Liners	Plans of Grain Elevators
Car Loader	Portable Elevator
Car { Puller	Power { Oil Engine
Car { Pusher	{ Motors
Car Seals	Power Shovel
Cipher Codes	Railroad Claim Books
Claim (R. R.) Collection	Renewable Fuse
Clover Huller	Rope Drive
Coal Conveyor	Safety Steel Sash
Corn Cracker	Sample Envelopes
Conveying Machinery	Scales { Truck
Distributor	{ Hopper
Dockage Tester	Scale Tickets
Dump	Scarifying Machine
Dust Collector	Screw Conveyor
Dust Protector	Seed Treating { Machine
Elevator Leg	{ Chemicals
Elevator Paint	Separator
Feed Formulas	Sheller
Feed Ingredients	Siding-Roofing { Asbestos
Feed Mixer { Dry	{ Steel or Zinc
{ Molasses	Silent Chain Drive
Feed Mill	Speed Reduction Units
Fire Barrels	Spouting
Fire Extinguishers	Storage Tanks
Friction Clutch	Testing Apparatus
Grain Cleaner	Transmission Machinery
Grain Drier	Waterproofing (Cement)
Grain Tables	Weevil Exterminator
Hammer Mill	Wheat Washer

Draw a line through the supplies wanted, and write us regarding your contemplated improvements or changes. We will place you in communication with reputable firms specializing in what you need, to the end that you will receive information regarding the latest and best.

INFORMATION BUREAU

Grain Dealers Journal, 309 So. La Salle St., Chicago

ACCOUNTBOOKS
FOR
GRAIN DEALERS

GRAIN RECEIVING BOOK Form 12 AA is designed to facilitate keeping a record of weights and number of bushels in wagon loads of grain received.

Each page is 8 1/4 x 14 inches, and at top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount and Remarks.

Each page has spaces for 41 wagon loads and each book has 200 pages or spaces for records of 8,200 loads. The book is well printed, ruled on ledger paper, and substantially bound in full heavy canvas covers. Weighs 2 1/4 lbs.

GRAIN SHIPPING BOOK Form 14 AA is designed to facilitate recording sales, shipments and returns from the shipments made. Its use will save much time and book work. The pages are 10 1/4 x 16 1/2 inches, used double. The left-hand pages are ruled for information regarding Sales and Shipments; the right-hand pages for Returns. Under Sales the column headings are Date, Amount Sold, Price, Grain, Terms. Under Shipments are Date, Car Number and Initial. Our Weights in Bushels, Grade, Route, Rate. Under Returns are Destination, Grade, Difference, Bushels Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks.

The book contains 76 double pages, with room for records of 2,250 cars, is printed on linen ledger, well bound in heavy canvas covers with keratol corners. Weighs 4 lbs.

COMPLETE SET FOR \$6.50

GRAIN DEALERS JOURNAL

309 So. La Salle Street, Chicago.

**If
You
Handle
Coal**

It will pay you to become a regular reader of

THE RETAIL COALMAN

and learn what successful retailers are doing to make their business more profitable. A newsy, snappy magazine full of practical ideas and suggestions that will make you money.

Send \$1.50 for a year's trial subscription. Your money cheerfully refunded if not entirely satisfied.

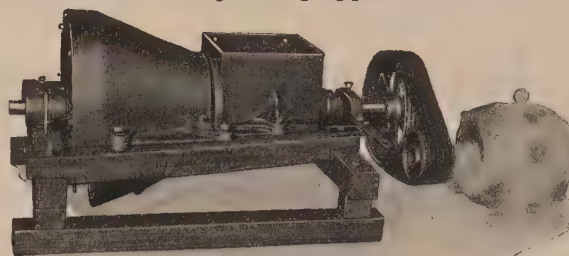
THE RETAIL COALMAN

1463 Monadnock Block

Chicago, Ill.

Sidney Corn Shellers

Hyatt Equipped



Can Now Be Furnished with Tex-Rope Drive.

All shellers are adjustable for different kinds and sizes of corn.

Made in five sizes 80 to 1,500 bushels per hour. Available in several styles.

Be prepared to do a bigger and better shelling business. These shellers cost so little and do so much you can't afford to be without one.

Send for descriptive literature

The Sidney Grain Machinery Co.
Sidney, Ohio

*Complete Equipment for Grain Elevators
and Feed Mills*

Scale and Credit Tickets

Form 51 duplicating, size $5\frac{1}{2} \times 13\frac{3}{4}$ inches is formed of 100 pages of white bond paper for the 500 original tickets, machine perforated for easy removal, 100 yellow post office paper for the 500 originals which remain in the book and 4 sheets of carbon paper bound in back. Each ticket provides spaces for "Number, Date, Load of, From, To, Grosslbs., Tarelbs., Net,lbs. Net, bus., \$.Due to or order, Weigher.

Check bound, well printed. Shipping weight 3 lbs. Price \$1.25 f. o. b. Chicago.

Grain Dealers Journal

309 So. La Salle St.

Chicago, Ill.

UNIVERSAL Grain Code

Designed especially to reduce telegraph tolls, to prevent expensive errors and to protect the business of grain dealers and millers. Its 150 pages contain 14,910 code words and no two spelled near enough alike to cause an error. Includes Supplement of code words for the new Federal wheat, corn and oats grades.

Code is $4\frac{5}{8} \times 7$ inches, printed on policy bond, bound in black flexible leather. Price \$3.00.

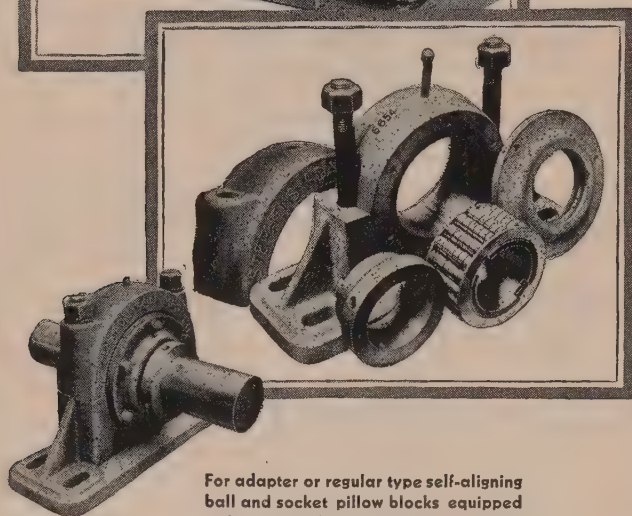
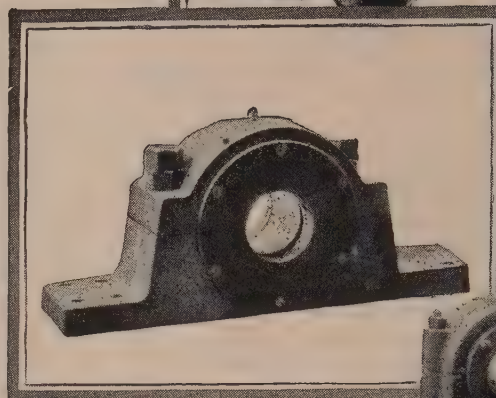
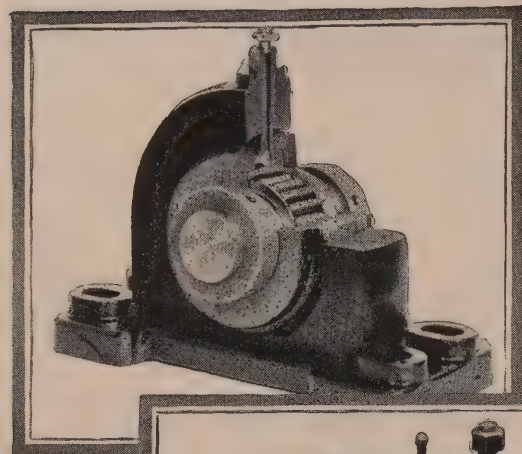
You can greatly reduce your telegraph tolls by using the Universal. Try it.

Grain Dealers Journal

309 So. La Salle St.

Chicago, Ill.

Hyatt equipped self-aligning pillow blocks for every application



For adapter or regular type self-aligning ball and socket pillow blocks equipped with Hyatt Roller Bearings, get in touch with any of these leading manufacturers.

Davis Miller Engineering Co.,
Parkersburg, W. Va.

Economy Engineering Co.,
Willoughby, Ohio

H. & O. Mch. & Engrg. Co., Newark, N. J.

Link Belt Supply Co., Minneapolis, Minn.

Rogers Fdry. & Mch. Co., Joplin, Mo.

Stephens-Adamson Mfg. Co., Aurora, Ill.

Union Iron Works, Decatur, Illinois

Sprout, Waldron & Co., Muncy, Pa.

Plessisville Foundry, Montreal, Canada.

PILLOW blocks equipped with Hyatt Roller Bearings are simple in construction, compact in size, durable in operation and easy to apply.

Self-aligning, they guard against possible strain of misalignment and thereby help extend the useful life of the equipment of which they become a part.

In new installations, used as independent units, or built-in parts, they improve operation, save power and assure freedom from bearing wear and care.

For replacement purposes, too, Hyattized pillow blocks are ideal because in addition to providing better performance, they will outlast several sets of the plain bearings they replace.

The extensive use of Hyattized pillow blocks and the caliber of the companies that build them for every industry demonstrates that Hyatt is the most economical and dependable bearing for this application.

HYATT ROLLER BEARING COMPANY

Newark Chicago Detroit Pittsburgh Oakland

HYATT

ROLLER BEARINGS

PRODUCT OF GENERAL MOTORS

Wanted and For Sale

The rate for advertisements in this department is 25 cents per type line each insertion

ELEVATORS FOR SALE

IOWA—60,000 bushel elevator for sale. On C. & N. W. Good station. Address 63V12, Grain Dealers Journal, Chicago, Ill.

INDIANA—40,000 bus. capacity elevator for sale; iron-clad; good condition. W. G. Sweet, Royal Centre, Ind.

KANSAS—12,000 bushel elevator for sale at a bargain if taken soon. Must sell quick. 63S12, Grain Dealers Journal, Chicago.

CENTRAL IOWA grain elevator and seed warehouse for sale. Terms reasonable. Address 63X7, Grain Dealers Journal, Chicago, Ill.

NORTHERN IOWA—Elevator, flour, feed and coal business for sale, in good trade territory. Equipped with oat huller. Address 63V1, Grain Dealers Journal, Chicago, Ill.

ILLINOIS—Good elevator in Central Illinois for sale. Territory which handles 400,000 bus. of grain annually. If interested, write 63W7, Grain Dealers Journal, Chicago, Ill.

MICHIGAN—Grain and bean elevators for sale, good coal business and dwelling connected, will sell all or separately. Address Farmers & Merchants Bank, Rives Junction, Mich.

SOUTHEASTERN IOWA—10,000-bu. elevator and two-story warehouse, 40x100 ft.; well equipped with machinery; good paying grain, feed, flour and field seed business. Write 63S3, Grain Dealers Journal, Chicago, Ill.

TWO OHIO elevators for sale. Will sell one or both. Doing good business. Town 10,000. Large hog, dairy and poultry feeding section. Well equipped; good reason for selling. Address 63U15, Grain Dealers Journal, Chicago, Ill.

We do not believe there is any necessity for running these ads in four issues, for if these ads produce the effective results that were procured by former advertising in your publication, we feel that re-issuance would be most unnecessary. National Brokerage Co., Omaha, Nebr.

POWER EQUIPPED ELEVATOR for sale. Adjacent to corn and wheat growing section of Big and Little Wabash rivers. Fast growing poultry and dairy business, coal, feed and flour. Acquired on foreclosure. Other business. Terms to suit purchaser. Address 63X6, Grain Dealers Journal, Chicago, Ill.

PANHANDLE OF TEXAS—Five good elevators for sale. Capacity: 75,000 bus.—900,000 bus. wheat handled in 1929. Located on Panhandle and Santa Fe Railroads. All in best wheat section. Bargain for quick sale. Write Barnett Grain Company, Miami, Texas, for full information.

INDIANA—12,000 bus. iron-clad elevator. Three story building; motor driven hammer mill; seed cleaner; in college town of 5,000 population. Good business, grain seed, feed, implements, fence. On C. C. & St. L. RR., or can ship over Monon. Priced right for quick sale—\$8,000.00. Address Milton Brown, Greencastle, Ind.

BARGAIN IF TAKEN AT ONCE—Some one is always looking for an elevator at a good grain point and reads these ads just like you're doing now, so if you wish to dispose of your present property, enlarge your present interests, or embark in the grain business, USE these columns to your best advantage just as others are doing. WE WILL assist you in the composition of copy free. We are in business to be of service to YOU. There is no wrong time to put an ad in the columns of the Journal. TRY IT.

ELEVATOR FOR SALE

CHOOSE YOUR ELEVATOR from the many offered. Insert an advertisement in the "Elevators Wanted" column of the Grain Dealers Journal, and select one at a satisfactory price and station.

COLORADO ELEVATOR for sale. 5,000 bushel bin capacity, warehouse, iron building, includes air dump; set of Fairbanks Scales, with beam in office. Located in heart of wheat territory. Address 63S10, Grain Dealers Journal, Chicago, Ill.

A number of inquiries were received and we are in touch with prospective buyers. If none of the deals go through we may some time later put another notice in the Journal. Geo. E. Booth, Chicago, Ill.

ELEVATOR BROKERS.

ALWAYS HAVE ELEVATORS for sale. To save time, please state amount you wish to invest and location you prefer. James M. Maguire, 6440 Minerva Ave., Chicago, Ill.

KANSAS Elevator practically sold after three insertions. Here's what the advertiser writes: "We enclose check for three insertions of our ad. We have had more than a dozen inquiries from our ad and believe that we will be able to effect a sale." This proves conclusively the value of a Journal Want-Ad.

ELEVATORS WANTED

WANTED TO BUY—Elevator in Kansas, Nebraska, or Iowa. Must show good volume of business and be priced right. Address 63U10, Grain Dealers Journal, Chicago, Ill.

THE WANTED-FOR SALE DEPARTMENT of the Grain Dealers Journal is a market place where buyer and seller, employer and employee, and those offering investments can meet to their mutual advantage and profit and it will pay every subscriber to give these columns a close study twice each month, because of the constantly changing variety of opportunities seeking your consideration.

MILLS AND ELEVATORS FOR SALE.

FLOUR MILL AND ELEVATOR for sale very cheap also warehouse suitable for a feed mill. Best location for a feed mill that is badly needed. Address Herman Blumer, Berger, Mo.

WESTERN MISSOURI Flour and Feed Mill for sale. In good feeding section. Population of town 2,000. Bargain for quick sale. Address 63U19, Grain Dealers Journal, Chicago, Ill.

FLOUR MILL FOR SALE.

FLOUR MILL FOR SALE—200 miles from Philadelphia on P. R. R.; milling in transit privileges; trackage facilities; good bldg. Cheap for quick sale. B. F. Isenberg, Huntingdon, Pa.

CAMBRIDGE CITY, IND.—Flour Mill for sale; 150 bbl.; water power; brick construction; 4 stories; Gruendler hammer mill feed mixer; Ex. loc. only mill in county. Sexton & Hicks, Trustees, Cambridge City, Ind.

YOU MAY BE MISSING SOMETHING. AN ILLINOIS elevator company running a 3 line ad in one issue says: "We had 25 applications from that ad. Thank you."

FEED MILL FOR SALE.

FEED MILL in hog and dairy community, northern Iowa. New machinery. One of best in state. Good town. Pop. 1,300. Address 63S4, Grain Dealers Journal, Chicago, Ill.

MIXED FEED AND MILLING PLANT for sale. Over 200 tons daily capacity. Located in splendid transit territory in the Southeast. Well established and successful. Unusual opportunity for large corporation. Address 63U8, Grain Dealers Journal, Chicago, Ill.

MILLS FOR SALE.

COMPLETE 75 bbl. wheat mill for sale. Built by Robinson Mfg. Co., Muncy, Pa. 9x20 rolls, ball chain and roller bearings; almost as good as new; run four years. Also one good 40 H.P. natural gas engine. For information write Hadley Mills, Mercer County, Hadley, Pa.

BUSINESS OPPORTUNITIES

FEED, ELEVATOR AND COAL BUSINESS for sale. Must retire on account of age and health. Located on I. C. R. R. at Colvin Park, Ill. Address John De Barr, Kingston, Ill.

COAL BUSINESS in a real live eastern Iowa city; big business and small investment with fine location. Address 62F1, Grain Dealers Journal, Chicago, Ill.

ELEVATOR, flour, feed and coal business for sale. In good trade territory. Equipped with oat huller, and Gruendler feed grinder. Address 63W9, Grain Dealers Journal, Chicago.

POOR HEALTH COMPELS ME TO SELL my flour, feed and grain business; complete Sprout Waldron equipment; feed grinder; cob crusher; corn sheller; corn cracker and grader; electric power. O. Wagner, North Freedom, Wis.

IF INTERESTED in buying a prosperous business in Southeast Mississippi, selling staples about \$430,000.00 annually supported by cotton, lumber and trucking.—Correspond with the owners: K. C. Hall & Co., Laurel, Miss.

MICHIGAN—Failing health and other reasons compel me to sell before spring, at a real bargain, my new 5,000 bushel elevator, feed mill and warehouse. Also has 5,000 bus. capacity storage for potatoes, a very profitable sideline. In center of potato and bean section. Room for expansion. No competition. 3-stall garage and shop. Living quarters in connection. Save this ad and call or write for more information. Albert M. Petersen, Gowen, Mich.

NORTH CENTRAL ILLINOIS—A one-half interest in a thriving grain, coal and lumber small line yard concern, where business is already very heavy, where much increase in volume of business is in sight. Two of our stockholders have recently been deceased, and we wish to replace their holdings, and to make some additions that will greatly increase earnings and insure fine profits every year. To the party who can handle this offer, we will put him in charge of the business if he wishes, and the remaining old stockholders will work along and co-operate with him. Everybody should be active and on the job. Necessary to handle, about \$35,000. No better opportunity in the state today. Address 63X2, Grain Dealers Journal, Chicago, Ill.

SAMPLE ENVELOPES

SAMPLE ENVELOPES—SPEAR SAFETY—for mailing samples of grain, feed and seed. Made of heavy kraft paper, strong and durable, size 4½x7 inches. Have limited supply to sell at \$2.60 per hundred or in lots of 500, \$2.30 per hundred f. o. b. Chicago. Sample mailed on request. Grain Dealers Journal, 309 S. La Salle St., Chicago, Ill.

SITUATION WANTED.
POSITION DESIRED as manager of farmers or independent elevator. Prefer state of No. Dak. Can furnish best of references. Address 63X5, Grain Dealers Journal, Chicago, Ill.

SUCCESSFUL AND EXPERIENCED farmers elevator manager with a real record desires position with good company; experienced in all side lines; good accountant; good mixer with public; Illinois or Indiana preferred. Address 61Z10, Grain Dealers Journal, Chicago, Ill.

The little ad I had you insert in your paper last month did the work. I am now with the Keenesburg Elvtr. Co., at Keenesburg, Colo. Many thanks. S. G. Mahaffey.

DESIRE POSITION—Location and permanency first, salary secondary. Experienced, successful manager of grain, also lumber, coal, and sideline, experience. Available Dec. 1st. No defunct concerns need answer; others wire me at Kincaid, Ill., or write me at Bulpitt, Ill. —Chan Cowen.

SITUATION WANTED by an experienced grain buyer, have more than 12 years experience, 2 years with an old line concern and 10 years with farmer owned houses. Worked over 8 years for one employer. Understand sidelines and can keep books. Prefer Montana or N. Dakota. Address 63X10, Grain Dealers Journal, Chicago, Ill.

ADDRESS WANTED.
Homer Andrews, formerly in the grain business at Dalton City, Ill., according to the postmaster, has moved and left no address. His present address will be greatly appreciated by 63X9, Grain Dealers Journal, Chicago, Ill.

MOTORS FOR SALE.
3 PHASE MOTOR BARGAINS.
150 HP, 720 RPM, 220/440 V. 60 Cy. G. E. with chain drives, Ratio 5/1.
75 HP, 720 RPM, 220/440 V. 60 Cy. G. E. with chain drives, Ratio 3/1.
75 HP, 514 RPM, 220 V. Cy. G. E.
50 HP, 18000 RPM, 220/440 V. 60 Cy. Wagner. Large stock. Write for list.
V. M. Nussbaum & Co., Fort Wayne, Ind.

ENGINES FOR SALE
OIL ENGINES
New, Nearly New and Used.
and Other Power Equipment.
ZELNICKER IN ST. LOUIS
Send for New Oil Engine Bulletin 388, listing over 200 Bargains.
31 Years in Rails, Equipment, Tanks, Heavy Machinery.

Only One Way

to keep your business messages private and that is by using a grain code.

In selecting a code, you should avoid buying one so large you can't find what you want, or so small it does not cover the business.

Universal Grain Code

contains 150 pages, giving 14,910 code words, covering grain, milling feeds and field seeds, and no two spelled near enough alike to cause an error. Three or four of these words will convey a long message that you would otherwise hesitate to send for fear of going into bankruptcy and no one would know their meaning without the code.

The price is only \$3.00.

Code words for the new U. S. wheat, corn and oats grades are included.

GRAIN DEALERS JOURNAL
309 So. La Salle Street, Chicago, Ill.

SCALES FOR SALE.
RICHARDSON Automatic Scales, 4 to 8 bu. capacity, for sale; fine condition. Also R. R. track scales. Address Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Mo.

THIS IS A SNAP.
1 Buffalo Grain Scale, used very little; Wheat, oats and corn beam; capacity wheat 7,200. F. O. B. Bucyrus, \$75.00. Address Gledhill & Kime Lumber Co., Crestline, Ohio.

We sold the scales July 4th. It surely paid us to advertise and we thank you for the way you handled it for us. As soon as we have time to measure the length, we have a good man lift for sale. Weston Grain Co. Co-op., Weston, Ill.

SCALES WANTED.
WANTED—Richardson Automatic grain and bag portable scales. State capacity, how long used and lowest price. Morse Engineering Co., 1012 Waldheim Bldg., Kansas City, Mo

FEEDS FOR SALE
OATS GROATS AND OAT HULLS.
We can make shipment, in bulk, of Hulled Oats and Oat Hulls, from Alton, Inwood and Hospers, Iowa.
Klein Bros. Grain Co.,
Alton, Iowa.

What have you?

FOR SALE

An Elevator
Machinery
Seeds

Do you want?

An Elevator
Machinery
Position
Partner
Seeds
Help

Grain Dealers Journal

CHICAGO, ILL.

has 6,000 readers who would like to know. Tell them thru a "For Sale & Want" Ad. Costs 25 cents per type line.

Painful Days in the Lives of Country Lad and City Boy.



From the Chicago Daily News.

IMPROVED DUPLICATING GRAIN TICKETS

With the use of Form 19GT as a scale book much time and labor will be saved as one writing with the use of carbon will give you a complete record and at the same time, a ticket will be ready for the hauler. Very convenient for dealers who regularly issue scale tickets for each load of grain received. Chance of error will be minimized as both the ticket and office record will be the same.

This book contains 250 leaves. Each of the 125 original leaves bears four scale tickets, is machine perforated, printed on white bond, size of tickets 3x6 1/2 inches. The 125 duplicates are printed on manila, but not perforated. Check bound at top of tickets with hinge top cover, 500 tickets in each book arranged horizontally. Size of book 7 1/2 x 12 inches, each book supplied with 5 sheets of carbon.

The printing is crosswise the ticket and has spaces for the following record: "Owner, Hauler, Grain, Grade and Dockage, Gross, Tare, Net, Total Dockage, Net Pounds, Bushels, Price and Amount, Storage Ticket No., Station Ticket No., and Date, Weigher, Name of Firm or Buyer." Order Form 19 GT. Price \$1.50.

GRAIN DEALERS JOURNAL
309 So. La Salle St. Chicago, Ill.



Make Your Business

A Christmas present that will assist it to avoid the snares and pitfalls of new trade highways. Send it the convictions, suggestions and experiences of your brother grain dealers twice each month by subscribing to **The GRAIN DEALERS JOURNAL.**

309 So. La Salle St., Chicago, Ill.

Gentlemen:—In order that I may profit by the experience of others in the grain trade, please send me the Grain Dealers Journal on the 10th and 25th of each month. Enclosed find Two Dollars to pay for one year.

Name of Firm.....

Capacity of Elevator..... Post Office.....

.....bus. State.....

Use Universal Grain Code.

MACHINES FOR SALE.

FOR SALE—Union Special, Type "L", motor driven, bag closing machine. Write or wire **STANDARD MILL SUPPLY COMPANY**, 502 Waldheim Bldg., Kansas City, Mo.

FOR QUICK SALE.

Motor and belt driven single and double head attrition mills, slightly used, fully guaranteed. Wire, phone or write for extremely attractive prices. **DIAMOND HULLER CO.**, Winona, Minn.

YOUR OPPORTUNITY.

One Northern, 18 ft. coal conveyor and un-loader, belt machine for coal or gravel, equipped with 3-h.p. gas engine for sale. Price \$150.00. Address **Waldschmidt & Schneider**, Metamora, Ill.

BATCH MIXERS.

Latest type, very best on the market, from 400 to 4,000 pounds capacity. Prices reasonable, let us have your inquiries for prompt shipment. **Standard Mill Supply Company**, 502 Waldheim Bldg., Kansas City, Mo.

FOR QUICK SALE.

1 50-H. P. Brownell steam boiler used two years, excellent condition; can be moved anywhere, Indiana law 1.

Atlas simple side crank engine, 50-H. P.

1 Dean boiler feed pump.

All in first-class condition. \$600.00. Steam plant complete. **Lochiel Farmers Elevator Co.**, Fowler, Ind.

ACT AT ONCE.

At bargain prices. The following machines in first class operating condition:

1 Williams BX Hammer Mill, 40-h.p. belt drive.

1 Williams "E" Hammer Mill 100-h.p. D. C. or belt.

1 Williams "D" Hammer Mill, 75-h.p. D. C. or belt.

1 Gruendler Hammer Mill 75-h.p. D. C.

1 Western Corn Sheller, without blower, slightly used; a bargain.

The above equipment has been, until recently, in operation and has been kept in first class condition.

Schreiber Milling & Grain Co.,
St. Joseph, Mo.

Portable Bag Pilers

These are standard portable bag pilers for warehouses and other purposes. Sizes 8, 12, 18 and 30 ft. heights. **STANDARD MILL SUPPLY CO.**, 1307 Waldheim Bldg., Kansas City, Missouri.

MACHINES FOR SALE

AIR-BLAST CAR LOADER, new, very best on the market; reasonable. Write or wire **Standard Mill Supply Co.**, 1012 Waldheim Bldg., Kansas City, Mo.

A BARGAIN

One No. 3 Jay Bee hammer mill and fan for sale. In good condition. Bargain for quick sale, \$325. Address **Imig-Schneebeck Grain Co.**, Seward, Nebr.

MILL MACHINERY FOR SALE

Dismantling modern feed mill. All machinery for sale. Practically new. Used equivalent of only 60 days. Cheap. For complete list write **Burton Hill**, Box 601, Topeka, Kans.

MACHINERY BARGAINS

Monitor oat clippers No. 11—1500 bushel capacity, Rope Drive, 75 H. P. motor—motor characteristics 440 volt, 3 phase, 60 cycle. Address **General Purchasing Agent, C. & N. W. Ry.**, Chicago, Ill.

NEW AND REBUILT MACHINERY

1 1,000-lb. Vertical Feed Mixer; 1 300-lb. Pancake Mixer; 1 No. 1 Monitor Cleaner; 1 No. 5 Monitor Receiving Separator; 1 Eureka Cleaner No. 372; 3 Centrifugal Reels; 4 Sampson Water Wheels; 1 Carter Disc Separator; 1 Rotex Sifter; 1 Humphrey Manlift; 5 Exact Weight Scales; 1 Bu. Richardson Automatic Scale; 1 300-bu. Hopper Scale; 4 Smaller Hopper Scales; Floor Scales; Fairbanks Bagging Scale; 2 Iron Elevator Boots, Elevators all sizes; 1 Buckley Middlings Mill; Feeders all makes; 1 New Hammer Mill; 1 No. 2 Jay Bee Mill; 1 Munson Vertical Cob Crusher; 1 Unique Crusher and Gilman Crusher; 1 Corn Cracker and Grader; 4 Used Corn Cutters; 1 50-bbl. Midget Mill, late type, nearly new; 1 Car Puller; 1 Oat Crusher; 1 9x24 2-pr. High Roller Mill with LaPage Cut; 1 9x18 3-pr. High Roller Mill; 1 Monarch Oat Clipper; 1 Buckhorn Machine; 1 Johnson Scarifier; 1 75-hp. Diesel Engine with Tanks, Clutch, and Rope drive; 1 25-hp. Fairbanks-Morse Type Y Oil Engine; 1 50-hp. Engine; 1 Union Special Bag Closing Machine; 1 Bag Piler, new; Large and Small Pulleys; 24" Dreadnaught Grinder; 22" Motor Driven Monarch Attrition Mill, also same size Belt Mill; Several New and Used Corn Shellers. Special prices on new waterproof leather belt, also rubber.

A. D. HUGHES CO.

Wayland, Mich.

MACHINES FOR SALE

FOR QUICK DISPOSAL

One 15-h. p. Fairbanks-Morse gasoline engine for sale. Model T, with friction clutch complete; also seven sheave wheels and 400 feet four strand tallow laid manilla transmission rope. All in good condition. Will sell right for cash. Write **J. S. Karcher, Herscher, Ill.**

NEW AND USED MACHINERY FOR SALE

One 22" double head Bauer Bros. Ball Bearing, Motor-driven Attrition Mills; 1 Three pair high Feed Mill, excellent condition; 1 Hess Corn & Grain Drier; capacity 1,200 Bu. We own and have listed a large assortment of elevator, feed mill, flour & cereal mill equipment on which we can make you very attractive prices. It will pay you to write us before purchasing elsewhere. **Standard Mill Supply Co.**, 1012 Waldheim Bldg., Kansas City, Mo.

REAL BARGAINS.

Prompt Attention. **Quick Shipments.** When in need of elevator or mill machinery, notify us. We are headquarters for power and transmission equipment, and have on hand several well-known makes of motors, boilers, engines, etc.

Send us list of all your wants. We can supply you with full line of machinery for elevators, flour, corn and cereal mills. Complete equipment for modern mills of all kinds, molasses, stock and poultry feed plants, plans, specifications, flow sheets, etc., our specialty. Write us without delay.

SPROUT, WALDRON & CO.,
3 S. Clinton St., Chicago, Ill.

MACHINES WANTED.

WANTED

Hammer Mills, 9x30" and larger Roller Mills, Automatic Scales, Feed and Flour Mixers, Grinders, Attrition Mills, 8x32" Reels, Feeders, Bleachers. Give price and full description. Address 63N14, Grain Dealers Journal, Chicago.

To BUY or SELL RENT or LEASE an ELEVATOR

Place an adv. in the "Wanted" or "For Sale" columns of the GRAIN DEALERS JOURNAL, of Chicago. It will bring you quick returns.

Truck Loads to Bushels

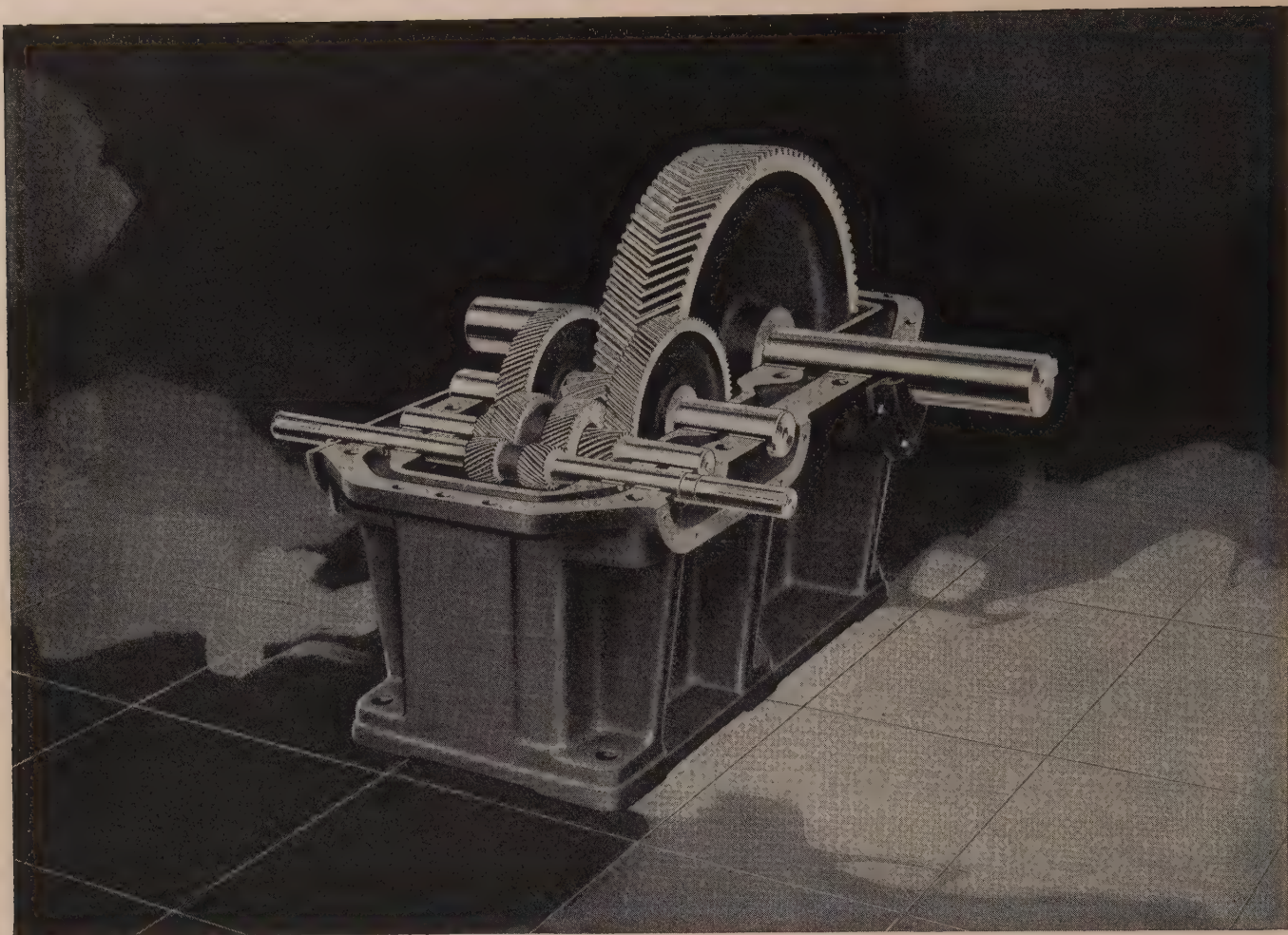
Direct Reduction Grain Tables on cards reduce any weight from 600 to 12,090 lbs. to bushels of 32, 48, 56, 60, 70 and 75 lbs. by 10-pound breaks. Just the thing for truck loads.

Printed on both sides of six cards, size 10¾ x 12¾ inches with marginal index, weight 1 lb. Price at Chicago, \$1.50. Order 3275Ex.

Grain Dealers Journal

309 So. La Salle St.

Chicago, Ill.



Falk Speed Reducers Insure Greater Efficiency — Have 100% Overload Capacity

FALK Speed Reducers Have "Built-In" Advantages

In their construction are found the reasons why Falk Speed Reducers operate quietly—why they are highly efficient . . . Symmetrical arrangement allows equal pressure on bearings and prevents uneven wear and misalignment . . . All wearing parts are interchangeable and renewable . . . Patented splash system of lubrication assures long, uninterrupted service . . . Excessive capacity makes it unnecessary to buy over-size reducers . . . There are no male or female shafts, bushed gears or overhung studs—nothing but plain bearings and live shafts . . . Naturally the highest possible efficiency is maintained throughout the life of reducers . . . For practically every kind of service, there is a Falk Herringbone Gear Speed Reducer—made in standard sizes and ratios, and carried in stock for immediate shipment.

The country-wide recognition and acceptance of Falk Herringbone Gear Speed Reducers is an earned one . . . It is the result of efficient, faultless speed reducer service based upon actual performance . . . Falk Speed Reducers incorporate the famous Falk Herringbone Gears, designed to deliver 96% to 98½% of the power at full load . . . They have 100% overload capacity for starting and during intermittent periods . . . Simple, compact in design, Falk Speed Reducers are oil-tight, dirt-proof, noiseless, free from heat and vibration . . . They permit a higher ratio of reduction per gear, transmit the load and transform speed with less friction loss than any other type . . . Standard sizes carried in stock at competitive prices . . . Send for a Speed Reducer Bulletin.

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GRAIN DEALERS JOURNAL

309 South La Salle Street, Chicago, Ill.
U. S. A.

Charles S. Clark, Manager

Published on the 10th and 25th of each month in the interests of better business methods for progressive wholesale dealers in grain and field seeds. It is the champion of improved mechanical equipment for facilitating and expediting the handling, grinding and improvement of grain, feeds and seeds.

SUBSCRIPTION RATES to United States and countries within the 8th Postal Zone, semi-monthly, one year, cash with order, \$2.00; single copy, 25c.

To Foreign Countries, prepaid, one year, \$3.00; to Canada, prepaid, \$2.50.

THE ADVERTISING value of the Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator operators is unquestioned. The character and number of advertisements in each number tell of its worth.

Advertisements of meritorious grain elevator and feed grinding machinery and of responsible firms who seek to serve grain, feed and field seed dealers are solicited. We will not knowingly permit our pages to be used by irresponsible firms for advertising a fake or a swindle.

LETTERS on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit are always welcome. Let us hear from you.

QUERIES for grain trade information not found in the Journal are invited. The service is free.

CHICAGO, NOVEMBER 25, 1929

FRANCE'S Premier, Andre Tardieu, has given the French mill buyers a hint to organize a combination to resist the price control threatened by the U. S. Marketing Act.

DRIERS are sure to cause loss to country elevator operators unless they give intelligent supervision to the drier when an unusually high temperature may set fire to the grain being dried and to the elevator.

GRAIN DOOR boards are no part of the load and every shipper who finds their weight assessed against him on the freight bill should resist this attempted exaction. When the shipper returns the doors to the carrier he owes it nothing for the freight on the lumber.

THE Ohio, Indiana, Illinois and Iowa Grain Dealers Ass'ns are continuing their local group meetings with splendid results. The dealers of every section would be in much better humor to conduct business on a reasonable margin if they maintained more cordial relations with their fellow dealers.

NEW CORN has been slow to move for several reasons: First, there is little storage room in the grain terminals to accommodate any surplus which might be forwarded and a heavy movement would be sure to result in heavy discounts and discouraging returns. Some sections report that fields are so soft, farmers cannot drive into them. It will be much better for all concerned if all soft corn be kept in the country until terminal facilities are in better shape to take care of it.

IN NORTH DAKOTA an exhaust pipe set fire to the Kildeer grain elevator, and once again called attention to the danger of having this pipe come in contact with wood.

THE CONSTRUCTION of reinforced concrete grain store houses during the year 1929 will probably show more of an increase than for many years past, but notwithstanding the increase already made, the number of new contracts in sight is still large, and the total storage under construction is also large.

THE NUMBER of elevators being equipped with improved feed grinding machinery as well as mixing and hulling machinery proves conclusively that the elevator men have finally got their charges up to a point where this service insures them a profitable return on their investment and they find the best equipment obtainable the most profitable.

TRAVELING fakirs and grain scoop shovellers who do not support the community by maintaining an office and paying taxes or a license fee can be ruled out of a community by the mayor under a city ordinance like that of Carrollton, Ga., the Supreme Court recently having decided that a license tax on a person taking orders, tho making no delivery, is valid.

SHIPMENTS arriving in Portland, Ore., on a holiday have frequently been delayed in unloading until demurrage has accrued. Hereafter all such shipments arriving over the Union Pacific will be posted on the Grain Exchange and demurrage will not start to accrue until 7:00 a. m. following the posting. That is fair and encourages shippers to load grain regardless of an approaching holiday.

WHEN there is nothing to arbitrate litigants reflect no credit upon themselves by refusing to abide by a binding agreement to accept a discount for grain heating. It is a gratifying testimonial to the value of organized arbitration that a small difference between two parties 2,000 miles apart can be settled at small cost, and that cost assessed against the party whose unreasonable refusal to pay the claim caused the arbitration proceeding.

OWNERS of small capacity scales always look with suspicion on the heavily loaded truck when it is driven upon the platform and their misgivings are generally fully justified. The latest scale to collapse under the modern load was at Cornell, Iowa. The elevator company has already ordered a new scale that will correctly weigh the largest truck. Hundreds of other elevator operators profiting by the experiences of their brother dealers are installing 20-ton scales and dumps which will accommodate the largest trucks.

THE VALUE of early and trustworthy information on the condition, quantity and quality of the crops is exemplified by the change that the high protein of this year's wheat made in the importations of Canadian wheat to be milled in bond, from 7,170,000 bus. a year ago to but 2,200,000 bus. this season so far. As soon as the high protein became assured the thing to do was to dispose of all high protein wheat at whatever premium could be obtained, on the time-honored maxim that the more there is of anything the cheaper it will be.

A TILE elevator at Millard, Kans., collapsed recently, giving additional support to the long established conviction that tile is not suitable for the construction of grain storage tanks or elevators.

AN ELEVATOR at Tyler, Minn., of 20,000 bus. capacity was started October 17th and opened for business on November 2d, just 17 days. That's surely making the builders hustle, but if they can rush work so expeditiously at Tyler, why not at other points?

SCALE INSPECTIONS led to a lot of conversation at the Nebraska meeting. After the smoke of the offense and the defense had cleared away it looked like Nebraska politicians had discovered concurrently a gold mine for revenue and remunerative jobs for their friends.

RUST has caused so much damage and reductions in the wheat crop of the Argentine Republic that the bulls are taking heart again. Evidently the Farm Board of Argentina does not control the weather, the diseases and the enemies of the wheat crop, so the farmers are suffering.

WEEVIL are causing a world of trouble for owners of stored grain, so it behooves every elevator operator to inspect the contents of every bin at frequent intervals. Mild weather encourages the rapid multiplication of the pest. Whenever weevil are discovered in a bin of grain it should be quickly and thoroly fumigated.

CONCRETE corn cribs may seem somewhat extravagant, but if properly built, they are sure to reduce the loss due to rats and mice as well as reduce the fire hazard. One Illinois dealer who has been pestered with an army of rodents every fall has built his concrete crib up off the ground high enough to make it impossible for rats to gain admission to it.

SO MANY elevator operators have expressed themselves as delighted with their investment in anti-friction bearings that many others are adopting the improvement whenever they make any changes or alterations in their plants. Not only do such bearings reduce the cost of power and the consumption of oil, but they materially reduce the fire hazards and wear and tear on the machinery.

INDUSTRIAL RELIEF bids fair to become a leading political issue, the Chamber of Commerce of the United States calling attention to the fact that when the McNary-Haugen bill was first proposed to help bring the index price of agricultural products up to an equivalent with the industrial price index the agricultural index was 120, against 160 for industry, whereas now the agricultural index is 146, against 139 for industry.

THIEVES frequently break into isolated country grain offices and carry off typewriters, adding machines and radio sets, but the Manager of the Co-operative Elevator at Ridgeway, Iowa, recently opened his office to find that thieves had removed his safe. It was later found in a distant field, forced open and minus \$40.00 cash. It is evident that grain offices must be watched and guarded if they are to be protected from the pilferers.

FIRES EXTINGUISHED in their incipency do not always stay put out, as was the case of the California fire reported in this number which was started by a choke-up and unusual friction in the head pulley which burst into flames during the middle of the afternoon and was supposed to have been put out. Although a watchman was kept on guard until 8:30, at 10:30 the same night fire again broke out in one of the bins and gained considerable headway before it was extinguished for the second time. Elevator owners who value their property should install a watchman after every fire is extinguished and especially after fires caused by a stroke of lightning, because lightning frequently ignites portions of the building which do not break into flames until long after the fire is supposed to have been extinguished. A vigilant watchman for at least 12 hours after the fire is first discovered will often prove a very profitable investment.

The Stove and Chimney Hazard

Each winter seems to bring a new crop of fires starting in the office stove, flue or chimney, due, of course, to lack of proper precaution and care. Recently a helper in a Sylvan Grove, Kans., elevator attempted to start a fire with gasoline. He still lives and the elevator did not burn, but how it happened is that somebody kept his head and extinguished the fire.

An elevator at Paul, Neb., burned recently as a result of a defective flue.

Not long since, the manager of a South Dakota elevator filled his office stove with slack coal and went home to lunch. When he returned, the fire fiend had complete possession of the plant and he was out of a job.

All of these fires could have, and should have, been prevented. This unnecessary waste not only increases the cost of insurance to elevator owners who are careful, but it causes many fire insurance companies to hesitate to write policies on this class of business. Fires that are traceable direct to carelessness are inexcusable.

Faster Receiving Facilities and Greater Storage Room Becoming a Necessity.

Improved roads in many states are bringing many new problems to the grain elevator operators along the new paving. Elevators in many sections of Illinois and Iowa and other states building many miles of hard roads are confronted with the necessity not only of increasing the size of their receiving pits and the elevating legs, but they are also forced to put in truck dumps and heavier scales in order to expedite the handling of the rush movement of the crops to the elevator in larger units.

Some elevator operators are also building supplementary storage in order to avoid congestion during a car scarcity or a slump in the market. Many shippers have already made the cost of their supplementary storage by selling the grain stored for delivery at a future month. Competition is sure to make the installation of improved facilities necessary in sections building hard roads, and those first equipping their elevators with improved receiving facilities are sure to profit most by the needed improvement.

The Care of Your Motors.

The news columns of each number of the Journal tell of the burning out of many electric motors. Some receive little care and are never cleaned. Others are defective and occasionally a report shows that a 5 h.p. motor was being employed to do the work of a 7½ h.p. motor. It is not possible to overload a motor for an extensive run without encountering trouble. Most of the dealers recognize this fact, but still they ignore the warnings of the motor makers with the result that they lose not only the motor, but occasionally lose an elevator and its contents.

Vigilant care will pay good dividends. Notwithstanding many grain elevators are reported, in the news columns of each number, to have been burned. Some are being rebuilt and equipped with faster handling machinery and more complete feed grinding and mixing machinery than ever. It shows that elevator operators have every faith in the future of the grain business.

Appearance Before the Interstate Commerce Commission.

The Interstate Commerce Commission has encouraged the formation of an Ass'n of Practitioners before the Interstate Commerce Commission, and this Ass'n of Practitioners has adopted a code of some 30 canons to regulate their conduct before the Commission.

One of the canons that has the approval of Commissioner Aitchison would have the effect of depriving laymen who are traffic and rate experts from appearing before the Commission to argue their case, on the theory it is unethical for the attorney or pleader to be one and the same person as the witness. In courts of law a witness is interrogated by the attorneys representing the various parties, and the canon of the Practitioners has the tendency to a similar introduction of technicality the law into proceedings before the Interstate Commission.

The grain exchanges, small as well as large, all have traffic experts employed to study the rate situation with reference to their markets, and these men are as well informed as any attorney could be, so that any regulation requiring them to be accompanied by an attorney when explaining a rate situation to the Commission is an unwarranted expense, and entirely unnecessary.

Altho the manager of the Transportation Department of the Chicago Board of Trade now is entitled to appear before the Commission as a practitioner without an attorney, and does so most efficiently, being accompanied by the regular attorney of the Board only to handle legal points when he deems it necessary, at a recent conference he politely told Commissioner Aitchison the "canon" was wrongly described, as he considered it "a machine gun designed to mow down the representatives of the shippers, the traffic managers."

FARM RELIEF by its promise, which may not be performed, of guaranteeing a liberal price for grain crops, is wonderfully stimulating, a farmer near Wilkes-Barre, Pa., having this year produced the record crop of 160 bus. of shelled corn to the acre.

Prompt Returns.

One of the constant complaints of country grain dealers is the length of time they must wait for complete returns from terminal markets on shipments. This is particularly prevalent in rush seasons, but is a source of complaint at other seasons as well.

A terminal firm that can build up a reputation for quick returns has a good talking point for soliciting consignments and sales, other things being equal.

Like the farmer who drives unbelievably long distances with grain in order to get service, the country grain dealer is intensely interested in getting early returns and always is disposed to favor the firm which gives them.

Early returns enable a country grain dealer to complete his records and close a transaction in such fashion that he knows whether he has a profit or loss. If it is necessary to make claim on a car he can get the claim under way while it is fresh in his mind.

Promptness in making returns indicates dependability and an alert attitude. Country grain shippers prefer to do business with firms who strive vigilantly to help them to better as well as prompter returns.

Legislation Needed to Protect Collections from Receivers of Banks.

Banks continue to fail with painful frequency to shippers who have made drafts against shipments of merchandise thru them. Many shippers have attempted to protect the proceeds of their draft against being utilized by the receiver of the defunct bank to meet the liabilities of the bank, by stamping on draft that proceeds must not be treated as a deposit, but promptly remitted to the drawer of the draft.

This is as intended by the Strong bill which was first introduced in Congress several sessions ago, but has not yet been enacted into law, principally because the suffering shippers have not brought sufficient pressure to bear upon their representations in Congress to secure the needed support for the legislation.

It is not fair to shippers that their drafts sent thru distant banks for collection should be held by the bank and treated as assets by the receiver when the bank fails. This is generally recognized by the parties at interest, but up to the present time little attempt has been made to protect the shipper's interest except thru the use of clauses on drafts requiring bank to forward promptly the sum collected and forbidding it to treat the collection as a deposit.

It should be an easy matter to get this legislation thru Congress. When the national banks are required to treat funds collected, as trust funds, then shippers will all favor the national institutions with their collection business and thereby force the state banks to give all collections the same treatment as the national banks are required by law to do. Shippers and their trade associations should urge Congress to enact the Strong bill and thus take a decided step in the way of protecting the shipper's funds from being treated as general assets of the collecting bank.

Dealer Not Liable for Stored Wheat Burned.

Robert P. Arndt hauled his 1923 crop of wheat to the elevator of Crowell Bros., Alva, Okla., to be stored and to be settled for at a future price to be agreed upon. Before he came in to settle the elevator burned Jan. 15, 1924.

Tickets for the 16 loads of 651 bus. were given Arndt, as follows:

"No. ———	Alva, Okla., 1-14-192—
"Load of — wht—	1923 crop.
"From—Bob Arndt	
"By—	
"Gross 4830	Crowell Brothers
"Tare 2200	Test 60
"Net 2630	Price ———
	Am't. ———
	"Weigher A E R

"This ticket not negotiable or transferable. Return ticket when desiring settlement. This is not a storage ticket, and any grain left with Crowell Brothers shall be at risk entirely of holder of this ticket."

Arndt brought suit against Crowell Bros. contending that defendants informed him that the owners of the elevator were fully insured and were liable for the wheat so stored; the defendants showing, to the evident satisfaction of the jury, that they advised plaintiff to insure his wheat as they were not liable. Moreover, the indisputable fact was established that defendants did not have the whole of the wheat insured, but only a portion thereof in the value of \$2,000, individually claimed by them.

The inquiry was made whether the plaintiff had, in the course of his dealings with defendants, ever failed to exercise his option of settlement for a period of a year, and the answer was, "No," thus establishing "a limited period" for the exercise of the option of settlement. McGrew v. Thayer, 24 Ind. App. 578, 57 N. E. 262.

Evidence introduced bearing upon a course of dealing between the parties and extending over a period of years showed that in each instance Arndt had elected to demand settlement from time to time and in each instance defendants at plaintiff's election had paid the market price for so much wheat, so stored, as plaintiff selected.

The rule is stated in 27 R. C. L. 978, as follows: "But if the storer is the one having the option as to the future sale of the property, the warehouseman being required to hold the property until the storer demands its return or sells it, it is generally held that the transaction remains a bailment until such option is exercised, though a contrary conclusion has been reached in some cases."

See: Note 10 Ann. Cas. 1076, to the effect that where a depositor of grain retains the option to demand the redelivery of his property or other of like kind and quality, or to sell to the warehouseman or to whomsoever he wishes the contract will be construed as one of bailment and not of sale.

The Supreme Court of Oklahoma on Sept. 24, 1929, affirmed a decision by the district court of Woods County in favor of defendants, Crowell Bros., saying:

Not Wheat Enough on Hand?—There was an offer of evidence, rejected by the court, to the effect that shortly after the elevator burned an examination was made of the ruins and the wheat remaining in the pits and around the elevator, and that from calculations made "there was not to exceed 3,000 bushels of wheat there."

The purpose of such testimony was probably with the view of endeavoring to establish the exact amount of wheat on hand in the elevator prior to its destruction by fire, and, second, that obligations of debts to persons similarly situated as was plaintiff was in excess of the amount of wheat on hand, or, in other words, that defendants were bailees to the extent of 4,700 bushels of wheat, but that plaintiff had converted wheat to their own use from the common store until the amount on hand was reduced to 3,000 bushels, wherefore, by reason of the exercise of dominion over the common store, plaintiff became and was the owner thereof based upon his conversion, and consequently liable for the whole. The fault with the proffered testimony is twofold: (1) There was no offer to show any relation between the amount in ruin and the amount on hand prior to the fire. It was irrelevant, and (2) there was no

allegation of conversion. The evidence offered was without the issue as joined by the pleadings.

The trial court instructed the jury that under the statute no public warehouseman was permitted to insert in a warehouse receipt any clause limiting or modifying his liability or responsibility as imposed by law, but that the law of this state required a warehouseman to use ordinary care in the preservation of property entrusted to his care.

Objection was made to the instructions given and refused. We have reviewed the instructions given and conclude no reversible error occurred in the giving or refusing of instructions.

Affirmed.—280 Pac. Rep. 817.

Side Track Agreement Binding on Shipper.

The Supreme Court of North Carolina on Sept. 18, 1929, gave a decision against the Aulander Brick Co., of Aulander, N. C., plaintiff, in a suit to recover \$750 paid for a side track, from the Atlantic Coast Line Ry. Co., defendant.

The side track agreement was made Nov. 19, 1919, by the brick company and the Director-General of Railroads, section 10 providing:

It is hereby mutually agreed that, if and when, during federal control of the railroad of the Atlantic Coast Line Railroad Co., there shall have been delivered to the shipper on, or forwarded by the shipper from, the side track such a number of cars of carload freight yielding road haul revenue to the railroad, as at the rate of \$2 per car, will produce a sum equal to the cost of the part of the side track on the right of way or premises of the railroad between the switch point and the clearance point, said cost now being estimated at \$750, then the railroad will refund to the shipper the cost of such part of the side track, and thereafter such part of the side track between the switch point and the clearance point shall be maintained by the railroad.

The railroad company's defense was that it was not a party to the contract and that the plaintiff had not complied with Sec. 10. When the suit was dismissed by the superior court of Bertie County the brick company took an appeal.

The Supreme Court found that the plaintiff had not complied with that part of the agreement specifying the number of cars to be shipped from the side track during federal control, and that the suit should have been directed against the Director-General, under the Transportation Act of 1920, which provided that actions at law and suits in equity based on causes of action arising out of the possession, use, or operation of the railroad of any carrier of such character as, prior to federal control, could have been brought against such carrier, might, after the termination of federal control, be brought against an agent designated by the President for such purpose. U. S. Comp. St. Cum. Supp. 1925, § 10071¼ cc (49 USCA § 74.)

The judgment of the lower court against the shipper was affirmed.—149 S. E. Rep. 393.

The Canadian Wheat Pool has announced that because the 1928 crop has not been entirely sold the final payment on that crop can not be made. Pool members are waiting for a long time for their pay.

Harrison Parker, promoter of the Co-operative Society of America, that went on the financial rocks, is defendant in a suit for an accounting filed by the North American Trust Co., of Evanston, Ill., charging that Parker converted \$75,000 for his own ends in one deal and is withholding \$250,000 alleged to have been falsely received.

A cargo discharging plant with a capacity of 500 tons per hour from the largest vessels has been installed at Liverpool for unloading grain cargoes. The discharging plant is pneumatic with electrical drive. The unloading plant was installed by the Liverpool Grain Storage & Transit Co., Ltd., and is situated on Alexandria No. 2 dock and connects with the company's Alexandria elevators.

Grain Elevator Not Suited to Storage of Copra.

The El Dorado Oil Works, plaintiff, lost its suit against the Oakland Elevator & Mills Co., Oakland, Cal., to recover storage charges paid under protest, Judge Nourse of the District Court of Appeals in a decision given Oct. 8, 1929, saying:

Plaintiff stored with defendant a large quantity of copra under a written contract in which defendant agreed to weigh and store the copra in its elevators and to make "prompt and efficient deliveries" when called for. The plan of storing copra in elevators such as those used by defendant was an experiment and known to be such by both parties. When demand was made for deliveries the defendant found that the copra had caked in the bins in such a way that it was impossible to remove it from the bins as rapidly as plaintiff demanded. Upon evidence which was uncontroverted the trial court found that "all said copra was so delivered within such time as it was possible to make delivery thereof in the rendition of prompt and efficient service."

It is conceded that the storage charges which are the basis of this action were estimated in full accord with the terms of the contract. The controversy is this: The plaintiff contends that the defendant should have made more prompt deliveries of the copra and thus shortened the period of storage; that this defendant was required to do by its agreement to render "prompt and efficient service." The question of what is prompt and efficient service, like the question of due diligence, is one which must be determined from all the circumstances of each particular case, except in cases where but one reasonable inference can be drawn from the undisputed facts. 6 C. J. 1163. Where, as here, the evidence on this issue is conflicting, the finding of the trial court should not be disturbed.

The judgment is affirmed.—281 Pac. Rep. 399.

Warehouseman Liable for Damage by Flood.

Leo M. Andrews had 137 bales of cotton stored in the lower warehouse of the Pine Bluff Compress & Warehouse Co., at Pine Bluff, Ark., when the Arkansas River ran high in April, 1927. Between Apr. 13 and 14 the River rose 6 ft. at Dardanelle and it required 3 to 4 days for the water to reach Pine Bluff, so the warehouse company had notice. On Friday, Apr. 15, it worked 30 men and on Sunday 100 men removing the cotton, but on Sunday night the water rose and entered the warehouse.

Andrews brot suit against the warehouse company and the judgment in his favor was affirmed Oct. 14, 1929, by the Supreme Court of Arkansas on the ground that the warehouse company negligently delayed removing the cotton.—20 S. W. Rep (2d) 633.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

A Canadian Pacific freight train was derailed near Ralith, Ont., Oct. 30, and several cars of grain spilled.

G. N. 121091 was leaking flax when it passed Thompson, N. D., at 2 p. m., Sept. 18. The leak in the floor was repaired by the train crew.—Bernard Johnson.

C. G. W. 21238 going east thru this place on the morning of Oct. 8 was leaking flax in two places because of loose sheathing. About a peck ran out while the car was in the yards here. The leak was repaired by W. Higgins, stock buyer.—O. J. Kaschmitter, Whittemore, Ia.

Asked—Answered

[Readers who fail to find trade information desired should send query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Validity of Concrete Dock Patent?

Grain Dealers Journal: We would like to know whether the owners of the Ferguson patent on concrete docks have been successful in upholding the validity of this patent. We believe this invention to have been invalidated by reason of prior use for grain elevator docks in New York. Has judgment been given against any grain company using this construction?—G. A. T.

Ans.: A suit was started against a Buffalo firm of elevator builders, but we believe it has not been decided. It is rumored a judgment has been given against a railroad company at Detroit for infringing this patent; but grain elevator engineers believe the patent is lacking in novelty.

Charging Freight on Grain Doors?

Grain Dealers Journal: From stations in Kansas and Nebraska we have recently shipped in several loads of grain on which the railroad company has charged us freight on the grain doors put in the car to hold the load.

The weight of the doors amounts to 1,000 lbs., and where the rate is high the freight on this lumber comes to \$1.50 to \$2.50 per car.

We would like to know whether or not we are obliged to pay freight on these grain doors.—Kanel & Miller, Hamlin, Kan.

Ans.: The grain doors are furnished by and owned by the railroad company and are as much a part of the car's equipment as the wheels, roof and sides. When the shipper is thru unloading he leaves the doors for the railroad company's use. Now since lumber costs real money, the central Grain Door Agency of the railroad is most insistent that the doors are its property, which is a fact.

The railroad companies are trying to find authority for the charge for grain doors in Rule No. 30 of the Consolidated Classification. At Indianapolis and Cincinnati this matter was up several years ago, but nothing came of it. In the light of Grain Circular No. 1 of the American Railway Ass'n, which concedes carrier's liability for proper cooping of cars for loading with bulk grain, this charge can not be justified and should not be paid.

Effective and Efficient Rat Poison Wanted.

Grain Dealers Journal: The last few weeks the rat population around our elevator has increased enormously, much to our chagrin and regardless of our strenuous efforts to rout them. Some time ago we saw a rat poison advertised in the Journal, but do not see it in the last issue. Could the Journal furnish us with the address of the manufacturer or dealer so we may get detailed information and a supply?—Ivan W. Syler, Syler & Syler, Nappanee, Ind.

Grain Dealers Journal: Would be pleased to have the name of some reputable manufacturer of effective rat poison to use around an elevator.—Kirby White & Son, Harrod, O.

Grain Dealers Journal: Am looking for a good rat exterminator. One product was recommended to me, but I understand the Journal carried a rat-poison advertisement in the past. Can the Journal give me the address of the manufacturers?—W. I. Miller, Square Deal Milling Co., Hedrick, Ia.

Grain Dealers Journal: I would like to know how to rid our feed room of mice. The cost of making it mouse-proof is prohibitive.—Hal Bowers, Bowers Bros. Elevator, Lovington, Ill.

Ans.: "Red squill" is the product referred to. When properly prepared this powder is considered by the U. S. biological survey to be the best rat poison now known. The advantage of using this poison is that the rat goes out into

the open to die, eliminating the disagreeable odors from rodents decaying in the buildings. The poison is mixed with foods particularly favored by rats. Corn coated therewith and accessibly placed should produce desired results.

Altho it kills rats, chickens can eat the powder without harm and cats, dogs and other animals usually refuse to eat it because the powder is filled with small crystals of calcium oxalate, which causes a tingling sensation in the throat.

Chemical houses handle this recommended product. A. Daigger & Co., Chicago, keep fresh stocks.

What Will Be Done in Co-operative Marketing?

Grain Dealers Journal: Personally I am quite interested in what will be done in regard to Co-operative marketing. We are setting out here with eleven plants and it is possible that one or more places they will want co-operative plants. Should we sell out the best ones it will leave us with the weaker ones on our hands. Would it be possible and advisable to organize our whole line into one co-operative organization? In all our eleven plants we are the only plants except here at New London which has a farmers' plant but not on the co-operative plan.—A. D. Hayes, New London, Ia.

Ans.: It is explained on page 600 of the Journal for Nov. 10 how the Farm Board's grain subsidiaries will operate. It will be seen that operations will be thru local country elevators. These may be either independent or co-operative, handling on a per bushel charge, or leased, or purchased. Independent dealers in several states before the passage of the Agricultural Marketing Act were aiding the pools by handling grain for them at a charge of 5 and 6 cents per bushel, while at the same time handling grain for growers who did not choose to deal with the pools.

No revolutionary change may be expected, for the reason there is no compulsion exercised to force the individual grower to join the pool. In fact, as stated on page 600, a grower will be given the option of selling at the day's market price, placing the pool on a competitive basis, when there are two elevators at a station.

Subsidiaries of the Farm Board may purchase or lease grain elevators at a fair appraised valuation, but can not duplicate existing facilities that are available, under the law, this protecting the present investment of elevator operators.

Decision on Collection of Draft?

Grain Dealers Journal: In the Nov. 10 Journal on page 588 reference is made to some decisions regarding drafts which have gone thru banks for collection, and we are particularly interested in the case, *Dickson v. First National Bank of Buffalo, Okla.*

What was the decision in this Oklahoma case?

We have sustained some loss on account of the failure of two national banks in Oklahoma and were advised by our attorney that it was useless to try to collect or establish a preferred claim on account of the banks being national banks.—The Barton County Flour Mills Co., Great Bend, Kan.

Ans.: The decision as published in the department "Supreme Court Decisions," was as follows:

Where accounts of collecting and drawee banks were adjusted, and draft for balance given former when checks were presented for collection, such draft was forwarded to and deposited to collecting bank's credit, by federal reserve bank, which applied collecting bank's entire balance on its indebtedness to reserve bank, owner depositing checks in bank which forwarded them to collecting bank was not entitled to preference of claims to proceeds on latter's insolvency, as transaction did not increase its assets available for distribution to creditors, but merely decreased its indebtedness to reserve bank. Where the owner of a check deposits it with a bank and receives credit therefor, the relationship of

debtor and creditor, not of principal and agent is created, though check may be charged against depositor's account, when dishonored by bank on which drawn.—*Dickson v. First National Bank, Buffalo, Okla.* U. S. Circuit Court of Appeals, 26. Federal Reporter (2) 411.

Oral Contract in Wisconsin?

Grain Dealers Journal: I had some May wheat bought on margin and was sold out by the broker during the crash two weeks ago, but since I was not margined down to the price at which the wheat was sold he claims I owe him the difference. There was no contract, all business being transacted by 'phone. Can he go to law and collect?—J. L., Milwaukee, Wis.

Ans.: If the trade was exclusively over the phone and amounted to over \$50 the broker can not sue in court. The Wisconsin oral contract law provides as follows:

Sec. 121.04. Statute of Frauds. A contract to sell or a sale of any goods or choses in action of the value of fifty dollars or upwards shall not be enforceable by action unless the buyer shall accept part of the goods or choses in action so contracted to be sold or sold and actually receive the same, or give something in earnest to bind the contract, or in part payment, or unless some note or memorandum in writing of the contract or sale be signed by the party to be charged or his agent in that behalf.

American Firms in Africa?

Grain Dealers Journal: I read in the Journal that the government is building several elevators in North Africa and I would like to know if any of the grain companies in the States are interested, and how they employ their help and what are the climatic conditions.—W. J. Bogart, Amarillo, Tex.

Ans.: Altho grain elevator engineers and builders of the United States are often called upon to design and construct elevators in all parts of the world, to which the fame of the big elevators of America has penetrated, the grain dealers of the United States have not gone abroad to engage in the purchase and shipment of grain to any great extent. As Tunisia, in North Africa, where the elevators are to be built, is a French protectorate, it is most likely that the grain importers of Marseilles and Paris, France, such as the firm of Dreyfus & Co., would be interested.

Information regarding the Tunisian elevators may be obtained by addressing the government official in charge, as follows: Ingénieur en Chef, Administration du Port de Tunis, Bureau du Résident-Général, Tunis, North Africa.

How to Kill Weevil?

Grain Dealers Journal: We recently shipped a car of wheat and a car of rye, both of which were reported weevilly.

We have some of this grain left in the elevator and would appreciate information on what we can use to kill this weevil.—Moses Dillon Co., Sterling, Ill.

Ans.: Chloropierin is better than bisulphide of carbon in cold weather, the bisulphide not being very effective below 67 degrees Fahr. Bisulphide of carbon is also dangerously explosive. Chloropierin is sold in the form of a liquid under the trade name "Larvacide," the representatives of the manufacturer in Illinois being the Larvacide Service, Inc., Chicago.

In calculating the amount of chloropierin to use where a round bin is to be fumigated, multiply the diameter in feet by itself, then by .7854 and then by the height. The resultant figure comes out in terms of cubic feet. For every thousand cubic feet to be fumigated it requires 3 pounds of chloropierin, so multiply the above resultant figure by .003 and this figure is the number of pounds of fumigant necessary. In calculating the amount of chloropierin necessary for a square bin just multiply the width times the length times the height and multiply by .003.

In applying the fumigant it is best to have a covering for the bin fumigated. This prevents seepage into other quarters of the plant. Take the tube or tubes of chloropierin to a vantage point above the bin to be fumigated, open the valves, let the gaseous liquid float down over the grain for the few seconds it takes for the tubes to empty, and then cover over the bin with a practically air-tight covering. Permit the fumigant to remain in covered bin for at least 48 hours, or until a perfect kill is obvious by the predominating proportion of dead weevil to be found in the first handful of grain to be drawn from the bottom of the bin. If a shorter time for fumigating is desired, the dose of chloropierin can be safely increased accordingly.

Chloropicrin is, we believe, the safest, cheapest, easiest applied and most effective fumigant available. It can be applied with very little instruction and a minimum of care, since human safety is not a factor, because the very nature of the fumigant makes the eyes water and irritates the throat and nostrils after a short exposure.

The milling quality of wheat fumigated with chloropicrin will be as good as before fumigating, and, if the wheat is used for seeds, the fumigant has been found by the federal government to stimulate germination. Flour will not become tainted or feed composition in any way affected. All forms of lower life are affected by chloropicrin, even the egg in the fold of the wheat.

Using chloropicrin does not invalidate one's insurance policy, the approval of the Mutual Fire Prevention Bureau having been obtained long ago.

Two particular points are to be stressed at this season of the year relative to the use of chloropicrin: (1) In colder weather more time must be allowed for the fumigant to penetrate a bin of grain, and (2) it is wiser to use the gaseous form in pressure tanks in colder temperatures.

No airing of the fumigated bin is necessary, as the slight odor of chlorine remaining after fumigating leaves immediately upon loading out the grain.

Shellerman Must File Lien Before Buyer Settles.

Grain Dealers Journal: On Aug. 23 and 24, 1929, Mr. A. delivered to the Princeton Elev. & Coal Co. 2,195 bus. 10 lbs. shelled corn. On Aug. 31 we paid to Mr. A. and the Citizens Natl. Bank the full amount for the value of the corn.

On Nov. 16th and after a trustee had been appointed for Mr. A., the shellerman comes in and wants to know the number of bushels shelled and expects us to protect him for the sheller bill. Are we liable under the law existing at the time of shelling or at the present time?—B. McInturf, Princeton Elev. & Coal Co., Princeton, Ill.

Ans.: No, the grain buyer is not liable, for the reason the shellerman came in too late.

Under the Illinois law enacted two years ago the shellerman or thresher did have a lien, if he filed it with the county recorder of deeds. Last year the law was changed with the generous consent of the Illinois Ass'n of Threshermen to provide instead of filing with the recorder the thresherman must give notice to the grain dealers within four months of completing shelling, and must do so before the grain dealer has settled with the farmer for the grain.

The present law contains the following clause: "Such lien shall not be valid and enforceable against a purchaser of said crops from the owner or lawful possessor thereof unless the lienholder shall, previous to or at the time of making final settlement for such crops by such purchaser, serve upon such purchaser a notice in writing of the existence of such lien."

Broker's Right to Close Trade?

Grain Dealers Journal: A trade in wheat on margin was carried by the broker six cents below the amount of the margin, then he closed out one-half of the amount, holding balance which reacted and closed 6 cents higher, leaving the customer the loser. Can the broker go to court with this transaction?—Frank H. Frosch, Grims, Wis.

Ans.: The closing out of a trade when the margin is exhausted or nearly so is not compulsory on a broker when the customer had no open stop loss order on file in advance. Under the rules of the grain and stock exchanges the broker has the privilege of closing the trade when the margin is exhausted or nearly so.

If a broker holds a trade open after the margin is exhausted he is doing so presumably to accommodate the customer, to give the customer time to put up more margin or to give instructions to sell out. A few favored customers are never asked to put up margin, because the brokers know the trades are entirely within the means of the customer to settle in full if he loses.

All the broker gets out of the transaction is the small commission. The grain belongs to the customer who is fully responsible for its ownership and must stand all the loss when the broker has carried out all orders.

Even a stop-loss order does not take the place of margin, and if the trade is closed out below the stop loss point by stress of circumstances the customer bears the loss.

The broker can collect the claim by suit in court, and the only loophole for the customer is to show that his orders were not executed,

or to prove that it was understood by both parties there were to be no deliveries and trades were to be settled only on differences.

Hay Rates within the Western District.

J. S. Brown, manager of the Transportation Department of the Chicago Board of Trade, on Nov. 12 submitted a brief to the Interstate Commerce Commission on hay rates from several states to Chicago, Milwaukee and St. Louis. The distances from Wisconsin points to St. Louis exceed Chicago by 250 miles or more and the Chicago Board asks that the Commission give consideration to these differences in distance and readjust the rates on hay accordingly, but by reductions rather than by increases, as the hay rates should not be given any further increases to any destination where-ever avoidable.

The hay rates generally within Illinois, with the exception of the rates to Cairo from stations on the Illinois Central Railroad, are on the class C basis, so that at the present time the hay rates to Chicago, St. Louis and Cairo are relatively the same in amount, except as previously stated, to Cairo. De Camp's Exhibit 108 indicates that it is proposed to radically increase the hay rates to Chicago from western and northern Illinois points. For example, the proposed increases are 2½ cents from Joliet, 4½ cents from Freeport, 7½ cents from Peoria and 10 cents from Quincy.

Inasmuch as the rates to St. Louis and Cairo on hay moving under the class C rates are relatively the same in amount as the present rates to Chicago for similar distances, the proposed increased rates to Chicago would result in the Chicago market being subjected to undue discrimination.

Mr. Brown said: It is clear from the record that hay does not move on the basis advocated by the carriers to markets where the hauls are comparatively long, and for that reason we believe that the basis we have suggested should be adopted as the maxima for the benefit of the hay producers. The rates proposed by the carriers are not responsive to the obvious intent of the Hoch-Smith Resolution, and, therefore, should not be approved.

The European starling, a bird which inflicts damage on corn and small fruits, has advanced to the edge of the corn belt and therefore becomes an agricultural pest, declares W. L. McAtee of the biological survey. The starling in moderate numbers is beneficial because it is an enemy of a great many insects. The starling suggests a blackbird but is speckled.

Millers National Federation will meet at the Congress Hotel, Chicago, November 22 for the semi-annual meeting. Alexander Legge, chairman of the Federal Farm Board, will speak on the Board's policies and the Marketing Act in relation to millers. Important organization matters will be discussed, officials have announced.

Coming Conventions.

Trade conventions are always worth while as they afford live, progressive grain dealers a chance to meet other fellows from the field of daily strife and to be convinced that the much maligned horns are truly mythical. You can not afford to pass up these opportunities.

Dec. 2-4.—Farmers National Grain Dealers Ass'n, Chicago, Ill.

Dec. 2-6. Ohio Grain, Mill and Feed Dealers Ass'n district meetings at Fostoria (2), Lima (3), Greenville (4), Middletown (5), and Washington Court House (6).

Dec. 10-12.—Farmers Elevator Ass'n of South Dakota, Cataract Hotel, Sioux Falls, S. D.

Jan. 23-24.—The Indiana Grain Dealers Ass'n, Indianapolis, Ind.

Feb. 4-6. Farmers Grain Dealers Ass'n of North Dakota, Grand Forks, N. D., with post convention trip to Winnipeg Feb. 7.

Hugh Butler Pres. Omaha Exchange.

Hugh A. Butler was recently chosen pres. of the Grain Exchange of Omaha, Neb., in recognition of his effective work for improvement of the wheat crop.

Organized effort for the improvement of the wheat crop was an idea first advanced by Mr. Butler, and there has been enlisted in the Wheat Improvement Ass'n, the Grain Exchange, Nebraska University, the railroads of Nebraska, the State Bankers Ass'n and the Farmers Elevator Ass'n. This work has been unusually successful the past four years, with the gratifying result that Omaha is rapidly becoming one of the leading milling wheat markets.

For six years Mr. Butler has been a member of the board of directors of the Exchange, and he has twice been vice pres. For many years he has been an active member of the board of trustees of Doane College, Crete, Neb., from which institution he was graduated in 1900. He was for 8 years connected with the engineering department of the C., B. & Q. Ry., later with the Crete Mills as manager, from which position he removed to Omaha ten years ago to organize the Butler-Welsh Grain Co., of which he is now the head.

He is a member of the Omaha Board of Education.

Having a broad knowledge of the grain commission business as well as the operation of grain elevators Mr. Butler is well qualified to give the members of the Exchange a successful administration of its varied interests.

It has often been said, facetiously but not altogether falsely, that as soon as a man is placed at the head of a new bureau and directed to do a specific piece of work he immediately begins to devote about half of his time and energy to thinking up projects which provide work for his organization after the original project is completed. This is not an aspersion on the patriotism or good faith of bureau chiefs; it is merely a statement in recognition of one of the fundamentals of human nature.—Senator Reed Smoot.



Hugh A. Butler, Omaha, Neb.
Pres. Omaha Grain Exchange.

Letters from the Trade

[The grain dealers' forum for the discussion of grain trade problems, practices and needed reforms or improvements. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication.]

Only American No. 2 Barley Is Involved.

Grain Dealers Journal: I received this morning from Mr. Edgar Eichholz a copy of a letter dated Nov. 4th addressed to you. In this letter he gives certain statistics regarding barley imported into Europe during September, October, November and December, 1928, from the United States.

At first glance you will see that these figures differ from the figures I published in your Journal dated Sept. 25, 1929. You will notice that Mr. Eichholz in his letter states that he does not know how much of this barley was Canadian barley and how much was Four States Gulf and how much was straight Canadian grades. Of course, the all important question is the American No. 2 Barley which was the barley Germans refused. The Canadian barley does not come into the question at all.

Our figures are official clearances from the two Atlantic ports, namely New York and Montreal, and they were compiled by officials of these exchanges at the time we were arbitrating these cases in London. Therefore, I know they are authentic. I repeat again that our figures are only on American No. 2 Barley and do not include any No. 2 Barley Canadian origin or straight Canadian grades or Four States Gulf.

The figures which Mr. Eichholz has sent you have no bearing on the American No. 2 Barley situation. They are absolutely valueless and do not give a true picture of the situation.—Sincerely yours, Canada Atlantic Grain Export Co., Inc., per Kaj Christensen, Sec'y, New York, N. Y.

More Figures on Germany's Imports of American Barley.

Editor Grain Dealers Journal: Following my lines of October 21st, and going over the article of Mr. Kaj Christensen in your Journal for Sept. 25th, 1929, the figures given therein with regard to shipments from the U. S. A. to Germany, compared with same shipments to Belgium, Holland, etc., seem to be incomprehensible. I have now succeeded in getting official figures from a friend, which I think will be very interesting to be compared with what Mr. Christensen says, and my letter of Oct. 21st, printed in your esteemed Journal for Nov. 10, page 589.

Germany has imported: (Barley)

	From U. S. A.	From Canada
1928		
Sept.	53,563 tons (2,462,666 bus.)	12,788 tons (587,954 bus.)
Oct.	77,814 tons (3,577,634 bus.)	16,098 tons (740,138 bus.)
Nov.	71,966 tons (3,308,787 bus.)	26,833 tons (1,233,701 bus.)
Dec.	53,246 tons (2,488,061 bus.)	89,280 tons (3,183,287 bus.)
	256,589 tons (11,797,192 bus.)	124,999 tons (5,747,079 bus.)
1928		
Sept.	11,200 tons (514,942 bus.)	7,262 tons (333,885 bus.)
Oct.	10,618 tons (488,184 bus.)	33,063 tons (1,521,138 bus.)
Nov.	12,616 tons (580,046 bus.)	43,530 tons (2,001,379 bus.)
Dec.	7,322 tons (337,103 bus.)	30,269 tons (1,391,678 bus.)
	41,756 tons (1,919,816 bus.)	114,097 tons (5,245,838 bus.)

I am not in a position to say how much of this barley was No. 2 Federal Barley and how much has been eventually No. 3 or No. 4 Canada Western Barley, altho Canadian Barley was at that time not imported on a bigger scale. Germany has exported to Holland the following quantities of barley:

1928: September, 2,268 tons (104,276 bus.); October, 3,983 tons (183,126 bus.); November, 2,847 tons (130,897 bus.); December, 2,703 tons (124,276 bus.). Total, 11,801 tons (542,575 bus.). Presumably No. 2 Federal Barley exclusively.

Holland has imported the following quantities of barley:

	From the U. S. A.	From Canada
1928		
Sept.	11,200 tons (514,942 bus.)	7,262 tons (333,885 bus.)
Oct.	10,618 tons (488,184 bus.)	33,063 tons (1,521,138 bus.)
Nov.	12,616 tons (580,046 bus.)	43,530 tons (2,001,379 bus.)
Dec.	7,322 tons (337,103 bus.)	30,269 tons (1,391,678 bus.)
	41,756 tons (1,919,816 bus.)	114,097 tons (5,245,838 bus.)

I have no figures as to what was No. 2 Federal Barley, and what was Canadian Barley.

From figures given, 110,000 tons (5,057,470 bus.) were imported into Germany also via Rotterdam during September till December 1928. This quantity does, however, not appear in the aforementioned 41,756 tons (1,919,816 bus.) and 115,097 tons (5,245,838 bus.).

These figures differ absolutely from what Mr. Christensen reports, and I do not know where he has his figures from, whilst I must always repeat that mine are taken from official statistics. Very truly, Edgar Eichholz of Eichholz & Loesser, Hamburg, Germany.

Shud Penalize Banks for Holding Collections.

Grain Dealers Journal: We have read with much interest your articles on bank liability on collections in the Journal for Nov. 10th.

I have not seen the Strong bill, but there should certainly be in this bill a penalty for collections held by a bank for more than three days, and further there should be a maximum limit on collection charges, scaled on the amount of the collection.—Yours truly, S. T. Beveridge & Co., S. T. Beveridge, Richmond, Va.

Have Adopted the Cash Plan.

Grain Dealers Journal: We have adopted the cash basis and we are pleased to note that others now are following suit. We have mailed the following letter to our patrons.—E. T. Custer, of Miami Grain & Feed Co., Sidney, O.

The small margin our cash customers expect, and our virtue competitors require us to operate our plant is insufficient to meet the cost and hazard involved in excessive credit extension.

Consequently, we have adopted the cash basis. We wish to perpetuate our business. To do so we must eliminate the sinful waste involved in credit merchandising. It shall be our purpose and our pride to serve our patrons as courteously, promptly and as efficiently as is consistent with the principle of economic merchandising.

The farm bureau and chain stores operate on a cash basis. Apparently they and their patrons prefer that method of merchandising. When we carry an account for four months—and we have in the past—our normal profit is consumed by our banker in interest charges. Obviously, no business enterprise will long survive when profit does not accrue to the operator.

Irrigation bonds are in disfavor, finds the Investment Bankers Ass'n of America, in a com'te report at its convention Oct. 18 at Quebec, stating that public skepticism is justified, and there had been additional defaults in irrigation district securities during the past year. The bankers declared that approval by government authorities is meaningless. Many reclamation projects either caused loss to the investors when a failure, or helped to pile up unmarketable surpluses when successful.

New Code Rules in Effect.

As a result of the International Telegraph Convention held at Brussels, Belgium, there went into effect Oct. 1 a few changes in rules governing code words in cables. It will not be necessary that code words be pronounceable in one of 14 languages, and groups of 5-letter words may be sent at a reduced rate in code.

The Conference defined plain-language as that which "presents an intelligible meaning in one or more of the languages used for international telegraph correspondence, each word and each expression having the meaning usually attributed to them in the language to which they belong." In plain-language messages each word of fifteen letters or less constitutes one word. There is no change in the rate for plain-language messages.

Code language is defined as that "composed of artificial words, or real words not having the meaning usually attributed to them in the language to which they belong and consequently not forming intelligible phrases in one or more of the languages authorized for telegraph correspondence in plain language, or of a mixture of real words and artificial words." Code language has been divided into two categories, A and B.

Messages coming under category A may contain "code words of not more than ten letters in which there must be at least one vowel if the words have five letters or under, two vowels at least if the words have six, seven or eight letters, and three vowels at least if the words have nine or ten letters. In words of more than five letters, one vowel at least must occur in the first five letters and one vowel at least in the remainder of the word, it being understood that words of nine or ten letters must contain at least three vowels in all. The vowels are a, e, i, o, u, y. The joining together of two or more plain-language words contrary to the custom of the language to which these words belong is not allowed. Plain language interspersed with code is subject to the code count, each ten letters constituting one word." There is no change in the tariff for code messages in category A.

Under category B "a group of not more than five letters, without any condition or restriction as to the construction, constitutes one word. Figures or groups of figures are not permissible in category B code. However, commercial marks consisting of a mixture of figures and letters are accepted if the sender is able to prove that they are in fact commercial marks." The charge for the five-letter groups will be two-thirds of the existing full rate. Plain language interspersed with category B code will be counted on the basis of five letters to each word. Messages forwarded under category B code will carry an identifying symbol—CDE—which will be transmitted to destination but will not be charged for. In code telegrams belonging to category B the collection of a minimum charge for four words is compulsory.

The Turn of the Tide.

Stocks of wheat in North America have been increasingly burdensome ever since harvest and have exerted a depressing influence upon prices, altho the world supply situation favored a steady market.

Believers in higher prices who could make no headway against the big visible piling up now are cheered by the apparent turning of the tide toward reduced stocks on hand.

Domestic grain in store and afloat at United States markets had been climbing up every week until on Nov. 5 they were reported by the U. S. Dept. of Agriculture to have been 202,461,000 bus. of wheat, besides twice as much oats and barley as a year ago, when wheat stocks were only 139,670,000.

Nov. 12 wheat stocks dropped to 199,528,000 bus., and on Nov. 18 to 197,902,000 bus. These heavy stocks were hedged by the sale of 248,294,000 bus. of wheat for future delivery in open contracts on the Chicago Board of Trade. It augurs well for the believers in higher prices that the reduction of 5,000,000 bus. in the stock on hand at terminals was accompanied by a rise in the price of May wheat from \$1.21¾ on Nov. 13 to \$1.35¾ on Nov. 19.

Foreigners took considerable wheat on the break in November, and continued buying after the rise, as a reversal of the policy the foreigners have consistently followed all season, could easily lead to a scramble for wheat.

Certificates for Shipment to Canada.

On and after Jan. 1, 1930, by requirement of the Dominion Dept. of Agriculture, shipments of grain and grain products from the United States into Canada must be accompanied by a certificate showing that the grain or product was grown in the United States.

As the Dominion Dept. of Agriculture must be in possession of the names of the government selected officials before shipments arrive, it is important that importers immediately notify their agents in these particular countries to request their respective governments to select their officials for certification of these shipments and to forward promptly their names and addresses to its office.

This Department will then be in a position to forward to these officials a copy of the Order with an explanatory letter.

Bonded shipments via United States ports must be accompanied by the certificate required by this Order and issued in the country of origin.

The order reads as follows:

ORDER.

Under and by virtue of the authority conferred upon me by Section 17 of the Animal Contagious Diseases Act, Chapter 75, R. S. C., 1927, I do hereby order that:

On and after January 1, 1930, the importation into Canada of bran, middlings, beet pulp and other millfeeds, corn, oats, wheat, rye, buckwheat and other grains, for use in the feeding of live stock, or susceptible of conversion into feed for live stock after importation into Canada, is prohibited, unless the shipment is accompanied by the under-mentioned certificate.

The certificate of a British consular officer resident in the country of origin, or, in countries in which there are no British consular officers, a certificate of a responsible official designated by the Government concerned, whose name has previously been received by this Department, showing—

(a) That the product, if not shipped in bulk, has been sacked at a mill at the port of shipment, or at a central interior point where inspections can be made, in new bags which have not been previously used for any purpose;

(b) That the product has been transferred direct from the mill in disinfected chutes, cars, trucks or barges, to the vessel transporting the shipment to Canada.

(c) That no cattle, sheep, goats, other ruminants, nor swine, except those accompanied by my permit, will be embarked for any purpose on board the vessel on which the shipment so certified is to be conveyed to Canada.

This order does not apply to the United States of America, provided the shipment is accompanied by a certificate signed by an official of the United States Bureau of Animal Industry, or the certificate of a state veterinarian, showing that the product covered by the certificate has been grown in the United State of America.

If sacks are used they must be either new or accompanied by the certificate of an official of the United States Bureau of Animal Industry, or a state veterinarian, that satisfactory evidence has been produced that the sacks have not been used outside of the United States.

All previous orders prohibiting, or restricting, these products will cease to be in effect on and after January 1, 1930.

(Signed) J. H. GRISDALE,
Deputy Minister of Agriculture.

Farm Relief in Argentina.

Argentine wheat farmers are putting on a relief rampage and are demanding cash loans, renewal of promissory notes, the writing off of a large portion of accumulated debts, reductions in rent, and in some cases subsistence allowances until the next harvest, says the *New York Times* in a dispatch from Buenos Aires.

In several localities in the southern part of Buenos Aires province and the adjoining territory of La Pampa hundreds of farmers have been traveling miles to attend meetings which have been of an agitated and at times of a disorderly nature.

A united front against landlords is being urged as a result of the action of owners in weeding out tenants unable to pay the rent.

A delegation from one region in La Pampa reports the loss of 80% of its crop as the result of the drought after two previous and consecutive crop failures. This delegation is asking for a loan of \$5 an acre to tenants to enable them to plant the next crop and a loan of \$35 a month for each farm family until the next harvest.

Fellow Members Have No Prior Lien on Certificate or Balances.

The U. S. Circuit Court of Appeals at Philadelphia Nov. 9 decided against the old rule of the Philadelphia Stock Exchange giving its members priority claims on balances due an insolvent member, and held that common creditors have the same right as the members to share in these balances.

The litigation arose when the brokerage firm of Bache & Co., exchange members, with whom Frank McCown dealt under the name of McCown & Co., refused to turn over to bankruptcy trustees a balance of \$11,879 standing to McCown's credit on the ground that the stock exchange rule required its members to turn over such balances to the governing committee of the exchange for the benefit of members to whom an insolvent is indebted.

C. A. Burks Takes Own Life.

C. A. Burks, one of the best known grain dealers in Central Illinois, was found dead in his room in a hotel at Springfield, O., on the afternoon of Nov. 12. A revolver lay near the body and he had a bullet wound thru the head.

Mr. Burks was manager of the Rankin Grain Co., at Rankin, Ill., but made a practice of returning on week ends to his residence in Decatur. He left Rankin on Friday, but drove his automobile to Springfield, O., where he placed the car in a garage and took a room in the Bookwalter hotel Monday afternoon, under the name of C. A. Brown.

He had the elevator full of unsold grain, but he was not forced to sell and no creditor was pressing him.

On his failure to return home Sunday Mrs. Burks with an attorney went to Rankin to investigate and found his business affairs to be in good condition.

Mr. Burks was born in Vermilion County in 1866, attended the common schools and Illinois Wesleyan University at Bloomington. For a year he was principal of the schools at Bement and then engaged in the grain business there. He was married in 1889 to Miss Edith Ruby.

In 1900 he removed to Decatur, where he has since maintained his home. He engaged in the elevator brokerage business as well as the grain business, and at one time published a trade journal known as the Grain Man's Guide. He had a pleasing personality and his helpfulness made him many friends. He was an active worker in the Grain Dealers National Ass'n during its early years and was chairman of its first Com'te on Trade Rules.



—Courtesy Decatur Review
C. A. Burks, Decatur, Ill.,
Deceased.

Miami Valley Grain Dealers Against Selling on Credit.

The thirty-second annual meeting of the Miami Valley Grain Dealer Ass'n will long be remembered by its members as one of the most helpful gatherings on record. The extension of credit by members was "outlawed" at this session, which was held in Sidney, O., Nov. 12.

The affair was attended by an interested and enthusiastic group, "all vitally involved in calling a halt on the sinful waste connected with excessive credit extension. In a few years," Sec'y E. T. Custenborder goes on, "we will be able to look back on the folly and abuses of granting credit as we now look back on the extravagant method of supplying our patrons with grain bags with which to market their grain."

PRES. L. W. POOL, Piqua, called the meeting to order, and delivered his annual address, relating the activities and accomplishments of the organization.

SECY CUSTENBORDER, Sidney, read the minutes of the previous annual meeting, and concluded with his annual report, touching on the program planned for the coming year. Ways and means of discontinuing credit extension, already mapped out by the directors of this ass'n, were announced, and they recommended that sample notices be distributed to patrons.

CORN CROP CONDITIONS compared with a five-year average as to quality and yield, were reviewed, everyone present reporting on his own vicinity. The average of the reports were above normal.

WHEAT ACREAGE and condition reports, compared with a normal season, were also reviewed, showing about an average crop. Little Hessian fly was reported.

DODDER INFESTATION IN CLOVER and its extermination was touched upon, the infestation reported as being constantly increasing. Exterminating this menace was said to be best accomplished by purveying only the highest-test seeds. Growers dislike dodder-infested seed, as dodder very rapidly absorbs excessive nourishment from the soil and severely detracts from the quality and stand of the clover crop. Installation of cleaning equipment and the operation thereof for an insignificant fee for the benefit of the farmer with dodder-infested seed, was declared a business builder.

After further detailed discussion on credit losses, dealing particularly with individual problems, the meeting adjourned *sine die*.

AMONG THOSE PRESENT were: W. E. Nicodemus and L. W. Pool, Piqua; Jesse Lewis and J. H. Rehmerth, Troy; C. J. Craig, Paul and Dan H. Yoder, West Liberty; Harry Clay, Quincy; S. M. Fogt, Anna; Henry Landman, St. Henry; Albert J. Strominger, St. Johns; E. L. Alton, St. Paris; W. O. Pool, Waynesfield; John Kinnan, DeGraff; Clarence Swartz, New Hampshire; E. L. Kimmel, West Manchester; W. O. Baker, Houston; W. C. Mote, Laurel; V. O. Coddington, Conover; W. H. Persinger, V. E. Chambers, J. W. Simmons, C. H. Ginn, J. C., Harry F. and E. T. Custenborder, all of Sidney.

Exporters Desire Bonding Date Extended.

A delegation of grain exporters headed by Julius H. Barnes has visited Washington in an effort to persuade the Sec'y of the Treas. not to enforce strictly the regulation on bonded wheat.

After the time limit has expired the holders of the wheat in bond must take it out, paying the 42 cents per bushel duty, or exporting the grain, add to the congestion abroad.

The amount of bonded Canadian wheat in store in the United States markets reached a maximum Nov. 12 with 30,005,000 bus., and on Nov. 18 was 28,221,000 bus. Other Canadian grain in store in bond in the United States markets included 517,000 bus. oats, 429,000 bus. rye and 2,071,000 bus. barley.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

The final estimate of the Rumanian corn crop is for 6,170,000 tons, a record. It is almost $\frac{3}{4}$ times as large as last year.

Atkinson, Ill., Nov. 22.—The quality of new corn is good, better than last year.—A. M. Winter, Federal Grain Elevtr.

Naponee, Neb., Nov. 19.—Corn is making from 10 to 12 bus. on the upland; no report from the bottom land.—H. M. Heinicke, mgr., Naponee Elevtr. Co.

La Moille, Ill., Nov. 21.—Corn yields are running 35 and 40 bus. per acre on the average. Quality is fine; very little damage.—E. W. Houghton Lumber Co.

Lincoln, Ill., Nov. 20.—Winter wheat seems to be in good condition and dealers say that a normal acreage was sown.—Chet Klierim, with Langenberg Bros. Grain Co.

Princeville, Ill., Nov. 23.—Corn is not a very large crop in this immediate vicinity. Yields will only average about 25 bus. per acre. Quality is good.—L. Cox, R. Cox & Son.

Lushton, Neb., Nov. 18.—Crops here are fairly good. Wheat went 12 to 18 bus.; corn, 30 to 50; oats, 30 to 40 bus.—Peter Christensen, J. F. Grosshans Grain & Lumber Co.

Yorkville, Ill., Nov. 19.—Corn is a good crop. Quality is excellent, but none has moved as yet. Sufficient shelling has not been completed to tell very much about the yield.—Jeter & Boston.

Opheim, Mont., Nov. 8.—Wheat acreage will be cut down a lot unless we have a very wet spring. No oats, no corn grown out here for market.—E. H. Brockmier, agt., Winter-Truesdell-Diercks.

Earlville, Ill., Nov. 20.—Corn is coming in every day. Moisture is high, but the quality is good and damage does not exceed 1%. Yields are running from 40 to 65 bus. per acre.—Strong & Strong.

Boise, Ida., Nov. 13.—Our 1929 spring wheat crop was about 5% above normal, with an average yield of 30 bus. to the acre. Practically no winter wheat raised in this section.—Boise Mill & Elevtr., Edw. Randall, mgr.

Plainfield, Wis., Nov. 12.—The buckwheat crop around here is very poor. Acreage is small and the yield very poor. Do not think there is a carload of buckwheat in this territory.—T. H. Cochrane Co.

Bird City, Kan., Nov. 13.—Acreage of wheat here is a little above normal. None will be plowed up unless it winter kills. It is in the best condition it ever was at this time of the year.—Bird City Equity Exchange.

Somonauk, Ill., Nov. 20.—We have about two-thirds of a normal crop of corn. Quality is good. Damage is almost negligible. We shipped a car about two weeks ago that graded No. 5.—Albert Dienlauler, Farmers Elevator Co.

Toulon, Ill., Nov. 23.—Corn is improving in quality. This week we are getting No. 4. Moisture is around 19%. The movement so far is light. Yields are running from 30 to 50 bus. per acre.—J. H. Wrigley, Wrigley Grain & Lumber Co.

Wyanet, Ill., Nov. 21.—Corn is a fine crop, both in quality and in yield. But most of all it is going into hogs and the amount left for the elevators to handle is small. Farmers are showing a disposition to hold.—H. O. Halberg, Farmers Grain & Live Stock Co-op. Co.

Budapest, Hungary.—Estimates of Hungary's grain crop have been increased in the official October report and are as follows: Wheat, 1,952,000 metric tons (71,716,000 bus.), an increase of 14,400 tons (529,000 bus.) over the previous Government estimate; rye, 836,000 tons (32,913,000 bus.), an increase of 13,500 tons (531,000 bus.); barley, 939,000 tons (43,128,000 bus.), an increase of 13,700 tons (629,000 bus.); oats, 374,000 tons (25,765,000 bus.), an increase of 8,180 tons (564,000 bus.), and corn, 1,919,000 tons (75,551,000 bus.), an increase of 13,500 tons (531,000 bus.).—U. S. Dept. of Commerce Report.

Madison, Wis., Nov. 15.—Wisconsin's corn production is now estimated at 82,458,000 bus., approximately 10% less than last year. The average yield is set at 40½ bus. The silage crop is estimated at 7½ tons per acre compared with 7.8 tons a year ago.—Joint Federal-State Report.

Springfield, Ill., Nov. 20.—The week was characterized by moderate temperature, with rainfall general at the beginning and in the northern division at the close. There was no snow. The rain delayed corn husking. Wheat continues in good condition. Illinois had its largest soy bean crop of record and it is now the leading state in production.—Clarence J. Root, meteorologist.

Washington, D. C.—Production of soybeans has continued to increase and the quantity of beans picked or threshed is now estimated at 9,450,000 bus. compared with 8,688,000 last year and 7,459,000 in 1927. Increases were particularly heavy in Illinois and North Carolina. A moderate crop of 4,780,000 bus. of cowpeas is indicated compared with the very short crop of 3,730,000 produced last year and 6,100,000 in 1927.—U. S. Dept. of Agriculture.

Paris, France.—According to provisional statistics issued by the Dept. of Agriculture, it is estimated that the present crop will amount to 320,000,000 bus. as compared with 281,000,000 bus. in 1928. As it was evident that the domestic supply would exceed the capacity of the market to absorb, wheat prices have fallen greatly. Quotations of \$1.83 per bu. in February have dropped to \$1.54 in September, in spite of the fact that the duty had been raised during this interval.—U. S. Dept. of Commerce Report.

Topeka, Kan., Nov. 12.—The Kansas corn crop is turning out better than expected. The November estimate is for an average yield of 17 bus. per acre for a total production of 108,273,000 bus. as compared to 179,118,000 bus. last year and 120,170,000 bus. for the 1923-27 average. A long growing season made it possible for late corn to mature and nearly every section reports returns 1 to 2 bus. per acre higher than seemed probable on Oct. 1. Late fields in some instances are showing sounder corn than early planted fields. The percentage of merchantable corn is rated at 80 as compared with 92% last year and a 10-yr. average of 80. Grain sorghum production is set at 17,664,000 bus. as compared with 28,833,000 bus. last year.—Joint State and Federal Report.

Lansing, Mich., Nov. 13.—Corn, beans and buckwheat are returning yields far below normal as the result of the disastrous summer drought. The corn crop is set at 35,425,000 bus. as compared with 51,135,000 bus. last year and 56,841,000 as the 10-yr. average. Usually about $\frac{1}{4}$ of the crop goes into silos but it is estimated that because of the light yield of fodder 40% of the crop was used for that purpose. This leaves about 20 million bus. as grain, far less than is required to feed the state's livestock thru the winter. The yield is estimated at only 25 bus. per acre as compared with the 10-yr. average of 34.5 bus. The buckwheat yield average is set at 10.5 bus. per acre for a production of 609,000 bus. The acreage is 20% larger than usual and the production 15% less.—Joint State and Federal Report.

Springfield, Ill., Nov. 15.—Illinois corn yield and quality improved during October, the state yield being nearly up to average. The merchantable portion of the crop is above average. Reserves of old corn on farms are smaller than usual. The state stands out as the leading soybean state, the crop this year being the largest on record and the second largest that of last year. Late field crops were benefited, especially in quality, by fall weather, and have turned out better than earlier indications. Illinois corn yield is 34.5 bus compared with 38.4 bus. last year and the 10-yr. average of 35.3 bus. State production is set at 310,362,000 bus., as against 367,488,000 bus. last year and the 5-yr. average of 320,656,000 bus. Reserves of old corn are placed at 11,025,000 bus., compared with 2,975,000 bus. last year and the previous 5-yr. average of 16,449,000 bus. The soybean yield is reported at 17 bus. as compared with 16.5 bus. last year.—Joint State and Federal Report.

The Federal Trade Commission would be authorized to advise concerning mergers in order that companies might keep beyond the Sherman act by a bill introduced by Senator Tinkham, Republican, Massachusetts.

Canadian Crop Report.

Ottawa, Ont., Nov. 13.—Estimated crop yields for Canada and the yields of the prairie provinces, the estimates being based upon per acreage yield and the acreage sown, are:

The total yields for Canada are estimated provisionally, in bushels, as follows, with last year's final figures in brackets: Fall wheat, 20,143,000 (20,054,000); spring wheat, 273,756,000 (546,672,000); all wheat, 293,899,000 (566,726,000); oats, 280,270,000 (452,153,000); barley, 100,467,000 (136,391,400); fall rye, 9,652,000 (10,378,000); spring rye, 3,267,000 (4,239,700); all rye, 12,919,000 (14,617,700); peas, 2,195,600 (2,588,300); beans, 1,364,000 (1,170,500); buckwheat, 10,899,000 (10,899,300); mixed grains, 33,820,000 (39,130,000); flaxseed, 2,007,000 (3,614,400); corn for husking, 5,053,000 (5,241,000). The average yields per acre are, in bushels, as follows, with the final averages for 1928 within brackets: Fall wheat, 24.2 (24.5); spring wheat, 11.2 (23.5); all wheat, 11.6 (23.5); oats, 22.5 (34.4); barley, 17.0 (27.9); fall rye, 14.5 (17.3); spring rye, 10.0 (17.6); all rye, 13.0 (17.4); peas, 17.6 (16.8); beans, 15.8 (16.7); buckwheat, 21.1 (21.7); mixed grains, 30.2 (35.3); flaxseed, 5.2 (9.6); corn for husking, 33.2 (37.7).

For the three prairie provinces the provisional estimate of the yields of the five principal grain crops is, in bushels, as follows: Wheat, 271,607,000 (544,598,000); oats, 137,574,000 (297,676,000); barley, 75,428,000 (112,684,000); rye, 11,688,000 (13,158,000); flaxseed, 1,909,000 (3,519,400). By provinces the yields are as follows: Manitoba—Wheat, 31,979,000 (52,383,000); oats, 30,701,000 (53,376,000); barley, 37,529,000 (52,569,000); rye, 1,362,000 (2,066,000); flaxseed, 444,000 (804,400). Saskatchewan—Wheat, 154,565,000 (321,215,000); oats, 68,518,000 (156,043,000); barley, 29,640,000 (44,266,000); rye, 8,108,000 (8,412,000); flaxseed, 1,402,000 (2,654,000). Alberta—Wheat, 85,063,000 (171,000,000); oats, 38,355,000 (88,257,000); barley, 11,259,000 (15,849,000); rye, 2,218,000 (2,680,000); flaxseed, 63,000 (61,000).—Dominion Bureau of Statistics.

Elevators capable of handling grain from barges to railroads, from barges to mills and to grading plants where grain can be mixed and distributed and sent inland for mixing, milling or distribution are needed at St. Louis and points south on the Mississippi in the opinion of Maj. Gen. T. Q. Ashburn. General Ashburn is chairman of the board of Inland Waterway Corp. and he urged elevator erection at the meeting of the Mississippi Valley Ass'n at its meeting in St. Louis recently.

Buckwheat and Flaxseed Crop Reports

The U. S. Dept. of Agriculture's latest reports on the buckwheat and flaxseed crops, by states, follow:

States.	BUCKWHEAT.		(Production.)	
	10-yr. aver., 1918-1927.	1929.	Harvested, subject to revision in Dec., 1928 (1,000 bus.)	Nov., 1929, preliminary estimate.
Maine	24.4	30.0	239	450
Vermont	22.1	30.0	48	60
New York	19.8	15.0	3,475	3,165
New Jersey	19.7	18.0	20	18
Pennsylvania	20.8	17.0	3,802	3,485
Ohio	19.9	17.8	700	659
Indiana	16.3	14.5	225	218
Illinois	15.7	16.0	70	80
Michigan	13.8	10.5	720	609
Wisconsin	15.2	14.5	412	304
Minnesota	15.2	11.6	1,074	777
Iowa	15.4	12.5	87	75
Missouri	14.6	15.0	13	15
North Dakota	*12.4	6.0	145	48
South Dakota	14.4	9.0	276	162
Nebraska	15.1	11.5	10	12
Delaware	17.5	18.0	34	36
Maryland	20.9	17.5	133	122
Virginia	19.8	19.5	326	332
West Virginia	19.9	19.0	800	760
North Carolina	19.0	21.5	190	215
Kentucky	15.6	18.0	238	252
Tennessee	17.2	14.0	51	42
United States	18.9	15.6	13,148	11,896
FLAXSEED.				
Wisconsin	12.0	12.0	122	96
Minnesota	9.8	8.8	4,887	4,523
Iowa	10.5	11.3	198	124
Missouri	7.8	6.0	56	42
North Dakota	7.0	4.4	8,115	6,789
South Dakota	8.2	5.0	3,410	3,235
Nebraska	8.5	7.0	64	161
Kansas	6.4	5.9	172	148
Montana	5.5	3.0	1,666	942
United States	7.5	5.2	18,690	16,060
*Short time average.				

Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

Opheim, Mont., Nov. 8.—Very little wheat left on farms.—E. H. Brockmier, agt., Winter-Truesdell-Diercks.

Boise, Ida., Nov. 13.—Wheat in farmers' hands is about 20% of crop.—Boise Mill & Elevtr., Edw. Randall, mgr.

Naponee, Neb., Nov. 19.—Not be much corn shipped from this station this year, all going to feeders.—H. M. Heinicke, mgr., Naponee Elevtr. Co.

Vancouver, B. C.—Exports of grain, practically all wheat, at this port from the beginning of the crop year Aug. 1, 1929 to Oct. 31 were 6,586,879 bus., compared with 7,754,680 bus. during the same period last year.

Loadings of grain and grain products for the week ending Nov. 2 were 38,336 cars, a reduction of 14,302 cars as compared with the same week last year and 9,871 cars below the total for the corresponding week in 1927.

Houston, Tex., Nov. 11.—Exports of grain during October were 336,000 bus. of wheat. No other grain was exported during the month. The only exports during October, 1928, were 30,000 bus. of barley.

Topeka, Kan., Nov. 12.—Holdover of old corn on Kansas farms Nov. 1 is estimated at 5% of last year's crop, or 8,956,000 bus. compared with the holdover of 3.5% of the 1927 crop, or 6,192,000 bus. The holdover is one of the largest on the same date in many years.

Montreal, Que., Nov. 20.—Receipts during October, compared with October, 1928, in bushels, were as follows: Wheat, 9,464,166-28,098,930; corn, 35,547-126,417; oats, 470,982-1,333,564; rye, 23,000-3,095,193; barley, 792,678-10,183,126; flaxseed, 62,800-103,975. Shipments during October, compared with October, 1928, in bushels, were: Wheat, 4,881,279-21,495,935; corn, 2,790-15,485; oats, 100,285-1,449,805; rye, 17,143-1,714,860; barley, 2,140,275-9,692,660.

Montreal, Que., Nov. 12.—The slowness of the grain movement at this port is seen in the situation as the season draws near a close. On Nov. 9 of six vessels leaving this port half of them left in ballast to seek cargoes on the Atlantic seaboard. Such a situation at this time of the year is considered decidedly unsatisfactory and one that cannot be remembered in the history of the port. Exports of grain, compared with last season, show a drop of 100,000,000 bus., the total this year being only 81,906,194 bus.

Daily Closing Prices.

The daily closing prices for wheat, corn, oats, rye and barley for December delivery at the following markets for the past two weeks have been as follows:

WHEAT.												
	Nov. 12.	Nov. 13.	Nov. 14.	Nov. 15.	Nov. 16.	Nov. 18.	Nov. 19.	Nov. 20.	Nov. 21.	Nov. 22.	Nov. 23.	Nov. 25.
Chicago	112 3/4	114 1/4	115 1/2	116 1/4	120 1/2	119 1/2	123 1/4	121 1/4	123 1/2	122 1/4	124 1/4	123 1/2
Kansas City	108 3/4	109 1/2	111 1/2	112	116 1/4	115 1/2	119 1/4	116 1/2	118 1/2	117 1/2	119 1/4	118 1/4
St. Louis	112 1/2	113 1/4	115 1/2	116 1/2	120 1/2	119 1/2	123 1/4	120 1/2	123 1/2	122	124 1/4	122 1/2
Minneapolis	117 1/2	118 1/2	119 1/2	120 1/2	124 1/2	124	128 1/2	125 1/2	127	126	128 1/2	126 1/2
Duluth (durum)	103 1/2	106 1/2	107 1/2	108	112 1/2	111 1/2	115 1/2	113	114 1/2	112 1/2	115 1/2	114
Winnipeg	124 1/4	125 1/2	127 1/2	129	132 1/2	132	136 1/2	133 1/2	135 1/2	134 1/2	136	134 1/2
Milwaukee	113	114 1/2	115 1/2	116 1/2	120 1/2	120 1/2	123 1/2	121 1/2	123 1/2	122 1/2	124 1/2	123
CORN.												
Chicago	85 1/2	86 1/2	86 3/4	86 3/4	89 1/2	88 3/4	89 3/4	89 1/2	89 1/2	89 1/2	88 3/4	87 3/4
Kansas City	82 3/4	83 3/4	83 3/4	83	85 3/4	85 3/4	86 3/4	86 1/2	86	85 1/2	85 1/2	83 3/4
St. Louis	82 3/4	84 1/2	85	85	87 1/2	87	88 3/4	87 1/2	87 3/4	87 1/2	87 1/2	86
Milwaukee	85 1/4	86 1/2	86 1/2	86 1/2	89	88 1/2	89 3/4	89 3/4	89 3/4	89 3/4	88 1/2	87 1/2
OATS.												
Chicago	42 1/2	44	44 1/2	44 1/2	45 1/2	45 3/4	47 1/2	46 1/2	46 1/2	46 1/2	46 1/2	46 1/2
Minneapolis	40 1/2	41 1/2	42 1/2	42 1/2	44	43 1/2	44 1/2	44 1/2	44 1/2	44	44 1/2	43 1/2
Winnipeg	57 3/4	60	60 3/4	60 1/2	63	63	65 1/2	64 1/2	63 3/4	62 1/2	62 1/2	60 3/4
Milwaukee	43 3/4	44 1/2	44 1/2	44 1/2	46	45 3/4	47 3/4	46 1/2	47	46 1/2	46 1/2	46 1/2
RYE.												
Chicago	95 3/4	96 1/2	98 1/2	97 1/4	100	99 3/4	100 3/4	99 3/4	100 3/4	99 3/4	101 1/2	102 1/2
Minneapolis	87 1/2	87 1/2	89 3/4	89 1/2	93 1/4	92 3/4	94 1/2	92 1/4	93 1/2	91	93 3/4	93 1/2
Duluth	86	87	90	89	92 1/4	91 3/4	93	91 3/4	92 1/2	92	92 3/4	93 1/4
Winnipeg	87 1/4	88 3/4	89 3/4	90	93 3/4	92 1/2	95	92	94 3/4	92 1/2	93 1/2	91 3/4
BARLEY.												
Minneapolis	54 1/2	57 1/4	57 3/4	59 1/4	61 1/4	61	62 1/4	60 3/4	60 3/4	60 3/4	61 3/4	60
Winnipeg	59 1/2	62 1/2	63 1/4	63 3/4	65 1/2	65 1/2	67 3/4	65	65 3/4	65	65 3/4	64 3/4

Small Exports of 1929 Wheat Crop.

Kansas City, Mo., Nov. 16.—Ordinarily it is past the time of the year when very large quantities of North American wheat are sold for export. However, this may be the exception. The total clearances from North America for this crop amount to 116 million bushels, as against 212 million bushels last year. In other words, our surplus, and grain on hand, has been increased nearly 100 million bushels. However, prices will need considerable readjustment between America and Liverpool in order to make good business.

Cash grain continues in excellent demand, with basis, compared with futures, being increased quite a little, in some cases as much as 15c to 20c per bushel compared with about three months ago. For the first time on the present crop, however, we are having premiums over the option for cash wheat instead of discounts under the option.—Shannon Grain Co.

Wheat Exports Effects Little Reduction in Visible.

Kansas City, Mo., Nov. 23.—The wheat future market has been sustained during the past week by uncertainties surrounding the crops in the Southern Hemisphere, especially in Argentina and Australia, where the harvest has started, but owing to the great distance from north to south, especially in the Argentine, there is a large part of their acreage that is still subject to damage. The Buenos Aires market, however, has failed to show any unusual anxiety on the part of dealers in that territory.

The foreign demand for American wheat has improved materially with an advance of about 12 cents per bushel compared with futures during the past few weeks. However, we are still out of line from interior points, and the visible does not decrease, for the reason that space made by the sales and clearances from the United States has been refilled by grain on track, and it is not quite all cleaned up yet. Another thing that prevents the market from making a rapid advance is the fact that the outside interest is limited. In other words, they bought wheat on the previous rally and are not following the present one.—Shannon Grain Co.

Europe has used early harvested home grown crops in excess of previous years. Argentina has exported the old crop to the limit to take advantage of satisfactory prices. The extent of new crop there is very much in doubt. The congestion in English ports so freely advertised represents five or six weeks' supply only. The amount on passage is only two weeks' normal needs. The Orient is importing at last year's record rate. Europe has bought freely on the decline and is at a point where continued purchases will be imperative.—Bartlett, Frazier Co.

Malmo, Neb., Nov. 11.—We will have a lot of corn to move when it starts moving here.—Edw. Hormann.

Wheat Price Advance Forecasted by Government.

Washington, Nov. 18.—The world's crop appears likely to be about 3,400,000,000 bus., 530,000,000 bus. less than last year and 120,000,000 bus. less than the average of the past five years. The reduction in production is offset to some extent by an increase in carryover. Stocks accounted for at the beginning of the season amounted to 593,000,000 bus., or 170,000,000 bus. more than on July 1, 1928. The increase in carryover, however, leaves the world supply 360,000,000 bus. short of last year. The total supply is but slightly larger than the average for the past five seasons, when British parcels prices averaged about 160 cents per bushel.

The world visible supply is about 250 to 300 million bus. greater than would normally be expected from the present world crop, but the world will consume this amount in one month and it is to be spread over nine months.

In looking at the large world visible supply of about 500 million bushels, the fact that the supply remaining to come forward has been greatly reduced must not be overlooked. Practically all of the increase in visible supply over what might normally be expected is in the United States and Canada. The visible supply of Canadian wheat amounts to over 200 million bus., but there is only about 50 million bus. more to come forward from the farms of that country. The visible supply in the United States amounts to about 200 million bus., but receipts are declining and the wheat remaining on farms in the United States is now less than last year. Australia and Argentina have about cleaned up old wheat stocks and the prospect is that the new crops will be about 150 million bushels less than in the past season.

Shipments from surplus producing countries July 1 to Nov. 9 are reported to be 72 million bus. behind shipments from the same countries in the past season, but the total supply from which the shipments for the season are to be drawn is about 400 million bus. short of the available supply for the past season.

The elevators of many European ports are reported to be about full. Mr. Foley cables that the ordinary wheat storage space in Liverpool is filled but that ships and other space are being utilized to store grain. The Berlin office cables that the elevator space at Continental ports is scarce. Barges are used to supplement elevators in storing grain. The stocks at these European ports, however, are small. Ordinarily the grain moves from the ports about as rapidly as it is received without much accumulating. Any decline in shipments to these ports would result in a reduction in stocks in a very short time.

Taking into account developments in the season to date, it is estimated that the average price of wheat in British markets (British parcels) for the season July 1, 1929-June 30, 1930, will average 150 to 160 cts. per bu. as compared with 129 cts. for the past season. In the United States the price of soft red winter will probably average about the same, and the prices of other classes of wheat about 20 cents per bushel higher than in the past season. This will require the average prices for the remainder of the season to be from 10 to 15 cents per bushel higher than in the first week of November. Prices are likely to begin to improve within a few weeks and be considerably above the present level in January and February.—Buro of Agricultural Economics, U. S. Dept. of Agriculture.

Sec'y Hyde's suggestion that the best way to handle the surplus problem is not to raise the surpluses will meet the hearty approval of members of the grain trade.

2,000,000 bu. Elevator at Enid, Okla., of General Mills Corporation

With the South wedded to cotton, and the Central States and Minnesota diverting its wheat acres to corn or diversified farming, the permanent home of wheat growing seems to have established itself in the Southwest.

Far-seeing millers desiring to assure themselves of an adequate supply of choice milling wheat have in late years been constructing storage elevators at strategic points in the Southwest such as Hutchinson, Kan., which will have 6,000,000 bus. capacity; Wichita, Kan., which will have 5,000,000 bus. new storage; also at Salina, Atchison and Dodge City, Kan. New storage has been constructed at Oklahoma City and Enid, Okla., and more is contemplated.

The combine method of harvesting also has been a factor in forcing the construction of additional wheat storage at points nearer the fields to enable millers to intercept the flow of grain past their plants during the rush.

For the accumulation and storage of wheat to be ground at its flour mills in other cities the General Mills Corporation has erected at Enid, Okla., in the heart of the Southwestern wheat country the handsome storage elevator illustrated herewith.

Designed primarily for storage this house has none of the refinements of wheat cleaning found in this company's extensive mills at Minneapolis and other points, but it is equipped to remove foreign matter and reship wheat for milling without paying freight on trash.

The plant comprises a head house, storage annex and track shed, all of reinforced concrete.

THE HEAD HOUSE is 32 ft., 2 ins. by 62 ft., 6 ins. and 201 ft. high above basement floor. The basement, 21 ft. high and well lighted by windows, contains three 36-inch, 5-ply, rubber conveyor belts running out under the storage bins, two belts from the car unloading sinks and the boots of the three, steel-cased elevator

legs. The first story of working house contains the fixed spouting for mixing and ceiling is 14 ft. high.

The bins overhead are 86 ft. deep, rectangular, 52 in number, with capacities of 1,800 and 3,000 bus., aggregating 125,000 bus.

The distributing story over the bins has a 16 ft. ceiling. It contains the fixed spouting and turnheads from scalpers and cleaners, and by-pass spouts.

The cleaner story with a 16 ft. ceiling contains two Niagara Scalpers of 12,000 bus. per hour capacity each, just for rough cleaning and two Niagara Separators.

The scale story has a 20 ft. ceiling and contains two 2,500-bu. Fairbanks-Morse Scales, with room for two more, and the mechanism which controls by chains the turnheads and routing of all grain above the bins, no spouts being set by hand. Above is the garner story with 18 ft. ceiling and the head floor with 12 ft. ceiling.

The elevator legs have 30-in. belts carrying 2 rows of 14x7x7 Buffalo buckets 13 ins. centers and staggered, the 84-in. head pulley running 28 r.p.m. The boot pulley is 30 ins. in diameter. The heads are ventilated thru the roof of the house. G. E. Motors of 125 h.p. drive the elevators thru first reduction by Link Belt Silent Chain and second reduction by Link Belt Roller Chain. Space is allotted for two

more elevator legs to be installed when required.

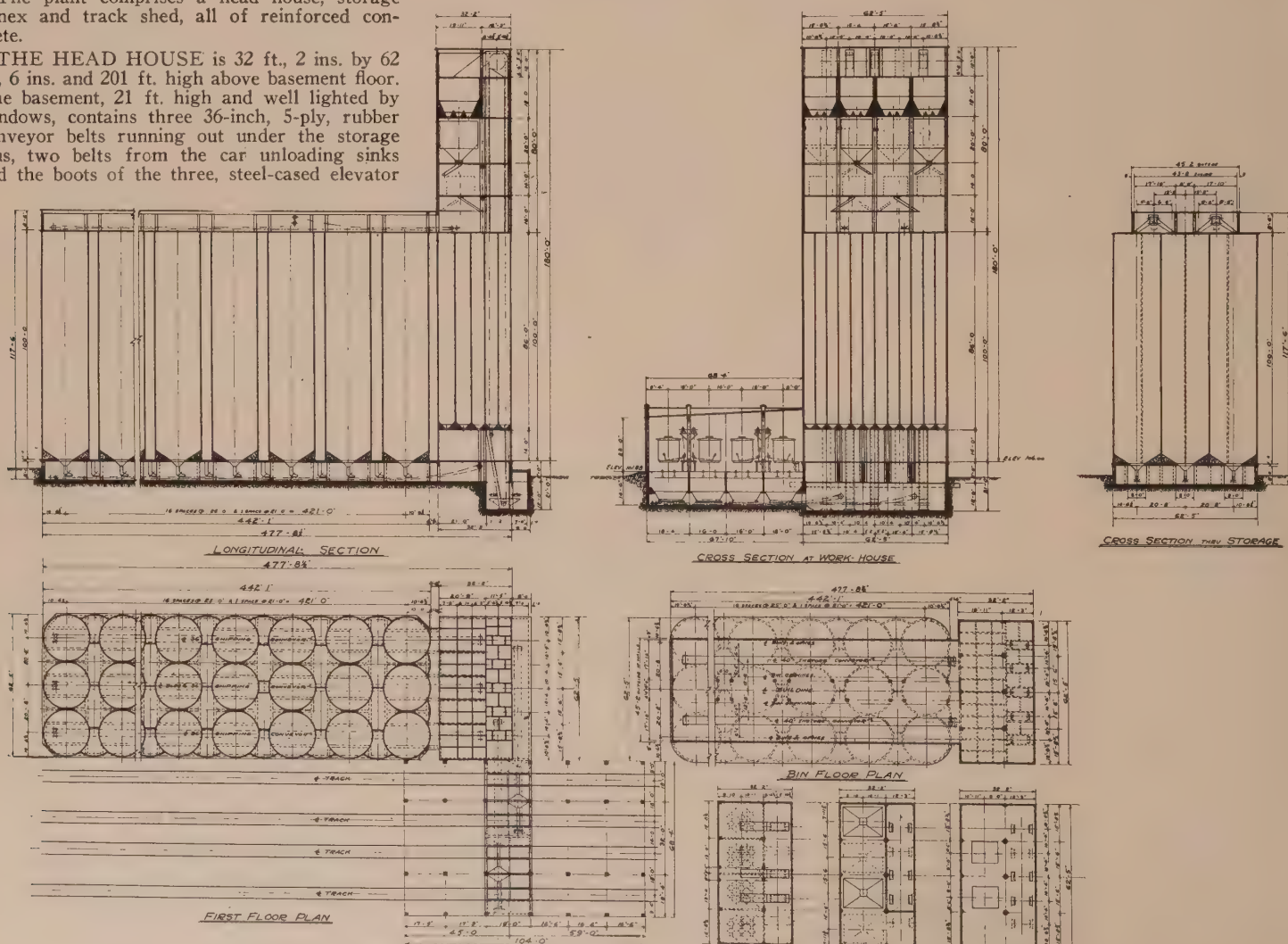
The 705 r.p.m. of motors is reduced by the silent chain to 128 r.p.m. on the countershaft, and by the roller chain drive to 28 r.p.m. on the head shaft. In addition to these elevator head drives 10 other silent chain drives were supplied by the Link-Belt Co. Two were 50 h.p. drives to belt conveyors, reducing speed from 865 to 133 r.p.m., 48 in. centers; two were 40 h.p. same reduction 4 ft., 7 in. center; two were 10 h.p. for belt conveyors, reducing from 865 to 170 r.p.m. at 3 ft., 6 ins. centers.

Steel sash are used in the windows and those in cupola are so constructed that Canavan's automatic openers can be attached and windows opened immediately an explosion occurs. The dust hazard is minimized by provision for ventilating the scales and garnerers.

THE STORAGE ANNEX is 442 ft. long and 62 ft., 6 ins. wide, with tanks 100 ft. high. The basement below is 8 ft. in the clear, well lighted by windows, and the cupola above is 45 ft., 2 ins. wide, with 8 ft., 6 ins. clear head room, all of concrete, with tar composition roof.

The three rows of cylindrical bins number 54, have 6½ inch walls, and are 20 ft. in diameter. Their spacing is 20 ft., 8 inch. centers, and 25 ft. centers longitudinally, this separation enlarging the interstice bins, of which there are 34, and 32 pocket bins along the outer sides. Two bins at the slip joint have a capacity of 10,000 bus. each, the 8 small interstice bins 10,600, the 24 larger interstice bins 12,000 bus., and the 54 cylindrical bins 25,000 bus. capacity, each; the total capacity of the 120 bins being 1,922,000 bus.

The two conveyor belts in the cupola are



Plans of 2,000,000-bu. Concrete Elevator of General Mills Corporation at Enid, Okla.

42 inches wide, of 5-ply rubber, their 888 ft. of actual length covering a span of 435 ft. They are equipped with two traveling trippers made by the J. B. Ehrsam & Sons Mfg. Co. Three 36-in. belts in the basement take the grain from the storage bins to the head house elevator boots.

All bins except outside pocket bins are equipped with Zeleny Thermometers showing temperature of grain at different depths at all times. All bins in the storage are ventilated to the outside either by vents or louvers. The 57 ventilators are made of Armco Iron.

THE TRACK SHED is 67 ft. 10 ins. by 104 ft., containing four tracks served by Ehrsam Car Puller of 15 car capacity, with haulbacks, operated by a 40-h.p. motor. Loading out spouts reach two of the tracks. The four receiving hoppers are equipped with interlocking gates so that each one of the two conveyor belts serve two hoppers.

Unloading of cars is facilitated by Chandler Car Door Pullers and four Ehrsam Power Shovels, the pullers being operated by the shovel shafts.

Besides the 125-h.p. motors for the elevators and the car puller 40-h.p. motor the plant is equipped with two 50-h.p. motors for the cupola belts, three 40-h.p. motors for the basement belts, 15 h.p. motors for the two receiving belts, four 15-h.p. motors for the scalpers and cleaners, and four of 10 h.p. for the shovels, all made by the General Electric Co. and running at 900 r.p.m.

One Humphreys Employees Elevator extends from basement to bin floor and a second lift gives access from bin floor to head floor.

Gem-Lo Backstops for the elevator head pulleys were supplied by the Strong-Scott Mfg. Co., and the draw-offs spouts by the Weller Mfg. Co.

The plant was designed and constructed by Edwin Ahlskog, the work being begun Jan. 21 and completed June 15, 1929.

For exterior view see outside front cover.

Soybean flour has found extensive outlets in England says Dr. Charles E. Fearn of the Soya Flour Manufacturing Co., Ltd., London, who is in the United States conferring with food manufacturers and millers equipped to manufacture the soybean flour.

Wheatfeed has been selected by the National Ass'n of British and Irish Millers as a better selling and more appropriate name for milling offals. The name was the unanimous choice of the com'te of the millers which received 3,000 replies in a contest for a name conducted by the Ass'n. The name will not interfere with the use of such terms as bran or other names for specific offals. The use of milling offals in the British Isles has lagged behind developments in other countries and millers were prone to blame the term offals, declaring that the name did not suggest the real value of the by-products to the feeder.

Business men who lend support to various governmental schemes which increase the hordes of bureaucrats now saddled upon the backs of the taxpayers would do well to note the testimony of Carl Williams, Federal Farm Board member before the Senate Agricultural Com'te. Mr. Williams testified he would like to see the cotton growers (who are now receiving government money) own their own mills, and control all processes of distribution "which the grower can handle profitably." Mr. Williams testified that altho only 11% of the cotton growers of the country belong to the American Cotton Growers Exchange the Farm Board is now assisting in the organization of a national sales agency. He estimated it would take 5 years of work to get 25% of the growers of Texas and Oklahoma into the organization and perhaps longer in other states. He admitted that even with 50% of the growers the organization would not be able "to fix prices."

Meeting Industrial Traffic League.

A voice for the shipper in the size and design of box cars to be built was urged at the annual meeting of the National Industrial Traffic League in Chicago November 20-21. The proposal will be submitted to the American Railway Ass'n by a com'te of the League.

The question of the raising of load limits was left in the hands of the com'te which has been dealing with the subject, no definite action being taken at this time.

TOLERANCES.—The Weighing Com'te, M. N. Billings, chairman, recommended and was authorized to name a subcom'te to deal with the carriers on the tolerance allowance on grain as it applies to assessment of freight rate charges. The question was brot to the League by the Grain and Feed Dealers National Ass'n and the Millers National Federation. The request of the two Ass'ns follows:

For a number of years there has been more or less controversy as between the Weighing Com'te of the American Railway Ass'n, the Western Weighing and Inspection Bureau and interested grain shippers over the question of tolerance allowance on grain as it applies to the assessment of freight charges.

Various suggestions have been made by the American Railway Ass'n thru its chairman, Col. A. S. Dodge, as to a tolerance allowance as affecting the collection of freight charges applying both to terminal markets and interior points. The general rule of the Weighing Com'te provides for a tolerance allowance of 1 per cent, minimum 500 pounds, with some provision for a greater tolerance on certain commodities, and we desire that Section E, of Rule 8, be amended by excepting grain from any tolerance allowance. The custom has been to collect freight charges based on out-turn weights without any tolerance allowance.

The matter has reached the point now where it would seem that the situation can best be handled by representatives of the grain milling trade in negotiations with the American Railway Ass'n, and it is suggested that the matter can be most effectively handled by the appointment of a sub-com'te of the League's Weighing Com'te by adding to the League's Weighing Com'te representatives of the grain and milling interests to handle the question of tolerance on grain as it affects freight charges only.

If this meets with your approval will appreciate your submitting the matter to the League's Weighing Com'te for their consideration so that their recommendation can be made at the annual meeting, to be held in Chicago, Nov. 20 and 21.

It is suggested, should the appointment of a sub-com'te be made, that such com'te consist of representatives of the Grain and Feed Dealers National Ass'n, Millers National Federation, terminal grain markets and the farm interests.

The Weighing Com'te believes that a Sub-Com'te of the members interested in the weights on grain should be appointed by the Weighing Com'te for the purpose of allowing this Sub-Com'te to negotiate with the carriers relative to the rules to be applied in the weighing of grain, rather than to have a Special Com'te appointed by the president. The reason for this is to avoid any conflict between the National Code of Weighing Rules and the exception which will be made covering grain. The matter is brought before the League so that all members may be fully informed and the final action taken, after due deliberation.

CAR DOORS.—In addition to recommending a voice for the shippers in the design of box cars the transportation instrumentalities and car service com'te recommended that box car doors be made of a uniform width. Savings in lumber, in arranging loads, the saving of the lining of the cars and various other economies were listed as benefits of a uniform car door policy.

INSPECTION BY BUYERS.—The B/L com'te reported that it did not consider it advisable to establish the Canadian rule on shipments to prepay stations. The same com'te has been considering the problem of carriers permitting inspection of cars when the shipper does not give consent. Tho permitting such inspection the carrier is held not to be liable unless it is a violation of the contract. The shipper has not been able to take action unless he can show that the mere violation of the contract caused a loss and that the violation was a

proximate cause of the loss. The com'te did not offer any recommendation and submitted the proposal to provoke thot and discussion.

The report of the com'te on the general average rule was tabled.

INTEREST ON LOSS CLAIMS.—The report of the legislative com'te, R. C. Fulbright, chairman, dealing with interest on loss and damage claim was approved. The com'te asked that carriers be required to pay interest on loss and damage claims where such claims are not settled within 30 days of the time they are filed with a carrier.

LOADING GRAIN.—Henry L. Goemann, Chairman Transportation Committee, of the Grain and Feed Dealers National Ass'n, has been in correspondence with the American Railway Ass'n relative to preparation of a poster to govern the loading of grain. This poster has been issued, and carries the following:

1. Trim to even levels and allow proper space for inspection, otherwise cars are subject to reduced grades, reinspection and delay. 24-inch space must be left on top of the load for samplers to enter car and make proper inspection.

2. Mix grain thoroughly. Uneven grades and musty or heating spots reduce the value of the entire car.

3. Observe the load limit mark. Actual capacity of a box car is the load limit rather than the nominal capacity plus 10 per cent. Load to weight prescribed by load limit, except where oats, barley and ear corn would be loaded too high for proper inspection.

OFFICERS for the coming year, all of whom were re-elected from last year, include: Pres., W. H. Day, Boston, Mass.; vice-pres., Herman Mueller, St. Paul, Minn.; and treas., Roy W. Campbell, Chicago.

Farm Board Seeks Assistance.

Having completed the overhead of its organization for grain handling thru the Farmers National Grain Corporation with directors and three managers and ample capital supplied by the Government the Farm Board's offspring is almost in the position of the servant girl who has dressed up in "party clothes" with no place to go.

It is said that only 2 per cent of the cotton crop is handled by the pools, and the pools handle but a very small percentage of the wheat crop of the United States. In most of the states no pool is operating in wheat, and some of these are important in production, Pennsylvania, for example, producing 20,000,000 bus. of wheat annually, without a pool.

The aloofness of the average wheat grower presents a problem more serious than appears on the surface. Unless the cost of operating the pools and the National Grain Corporation can be spread over a large volume of business the cost of such supervision will become so burdensome as to be prohibitive.

Wheat growers in the older settled sections of the country are skeptical of the benefits accruing to them thru pooling, and in the newer grain growing territory many pools have had to go out of business leaving the growers with an unsatisfactory experience. Today two pools, the old and the new, in Kansas are at loggerheads in the courts.

Accordingly the Federal Farm Board held a conference at Chicago Nov. 14 to enlist the Land Grant Colleges in a campaign of propaganda. These institutions are 49 in number and in the aggregate could proselyte effectively in gaining converts to the idea of letting someone else sell the farmer's grain for him.

The Board told of the progress thus far made toward the development of national commodity ass'ns for grain, livestock, wool and mohair and other agricultural products.

The following members of the Board attended the conference: Chairman Alexander Legge, Vice Chairman James C. Stone, C. C. Teague, Carl Williams, C. S. Wilson and Samuel R. McKelvie.

Pat Donahue Feted at Farewell Testimonial Banquet.

P. P. Donahue, retiring partner of Donahue-Stratton Co., was Guest of Honor at a farewell testimonial banquet tendered him Nov. 13 by his Milwaukee companions and his Chicago associates. Well over 75 paid their respects to Mr. Donahue before he left for a winter in Florida. Since a boy of 17, Mr. Donahue has been engaged in some phase of the grain and milling business, working first in a Wisconsin flour mill, later traveling for some Minnesota mills, then becoming associated with Charles R. Lull & Co., one of the old Milwaukee firms, where he was in charge of the wheat and flour departments.

His many busy and eventful years in the grain trade were paid homage throughout the program of the evening, particularly the faithful hours of service given the Milwaukee Chamber of Commerce in various capacities including the presidency.

Lest the impression to the contrary gain credence, let it be said that the well-known firm of Donahue-Stratton will continue operating all phases of its business under the capable direction of Mr. H. M. Stratton, who will be assisted by a corps of employees of long service who now have acquired a financial interest in the organization, to-wit: John W. Jouno, Edward S. Terry, A. L. Bennett, H. H. Hicks, Roy G. and E. L. Leistikow. Some ten million bushels of elevator storage at various points are now being operated by the firm.

Following the influx of Chicago grain men paying tribute to Mr. Donahue into the spacious and private quarters in the Schroeder Hotel set aside for this festive occasion, and the sampling of a pleasing variety of hors d'oeuvres and other musical entertainment, the party adjourned to the dining room for a real feast. Vocal talent entertained during the dinner, interspersed with orchestral selections.

JOHN M. NIVENS, City Attorney, Milwaukee, who peculiarly insisted on being the only toastmaster of the evening, despite protests, first introduced Edw. J. Fleming, who rendered a wild Irish song of his own composition. More songs, dances, and feminine presentations followed.

"CUSTARD PIE" was the keynote of the tribute paid Mr. Donahue by the toastmaster, who recited a number of instances to prove that Mr. Donahue's initials should certainly have been "C. P." if his taste for custard pie and his many happy and sad experiences with them was to be any index.

CORNELIUS CORCORAN, Milwaukee, before presenting the beautiful hand-bag chosen for the esteemed Mr. Donahue for his trip South, delivered a reverent and heart-stirring tribute to that "Man's man who is always glad to see others succeed, to the man for young men to pattern after."

Many telegrams voicing congratulations and good wishes were read.

ED. FLEMING sang another song, and paid his respects.

HARRY STRATTON, partner with Mr. Donahue, paid further tribute to this "remarkable product of the grain trade; the perfect, even-keeled partner, who never complained."

Following more entertainment, the party adjourned. And the remarkable part about it was that everyone except Ralph Schuster of Chicago and Andy Jacobs of Milwaukee got their own coats.

Among those quiet and retiring souls from Chicago were: Jim Beggs, oats broker; Frank Chamberlin, Edward Fleming and C. C. Hobson, vessel agents; J. A. Mander, formerly with Armour Grain Co., now of Los Angeles, Calif.; Walter Moorhead; Tom Moran, oats broker; Richard Martin, wheat broker; Harry Klein, John J. Murphy and Bill Springer (all of Bartlett-Frazier Co.); Louis Sayre, Rosenbaum Grain Corp.; Frank Johnson, Arcady Farms Milling Co.; Tom Sullivan; Wm. MacDonald; Frank Krieg, corn trader for Logan & Bryan; John H. Brooks, J. H. Dole & Co.; Ralph Schuster; Jas. Coleman; Geo. E. Thompson, James E. Bennett & Co.; Chris. Peterson; Fred Winter, Quaker

Oats Co.; Don A. Edwards; Roland McHenry, and S. O. Werner.

From Milwaukee were: L. J. Beck, Robert G. Bell, Al Bennett, Walter Booth, J. L. Bowlus, E. La Budde, Roy I. Campbell, Cornelius and Tom Corcoran, C. E. Dingwall, L. D. and P. P. Donahue, John Dunphy, A. L. Flanagan, Herman Franke, Frank Frost, Harry Habeline, H. H. Hicks, Walter Holstein, W. A. Hottensen, A. L. Jacobs, A. L. Johnstone, John Jouno, P. C. Kamm, L. J. Keefe, E. J. Koppelkam, Gus Kruse, John Lauer, Roy G. Leistikow, John M. Nivens, H. H. Peterson, Frank Phelan, J. W. Rice, Arthur Riebs, Spalding Rugge, Otto Sickert, D. K. Steenbergh, G. Steinbreaker, Harry M. Stratton, W. A. Teipel, Ed Terry, Guy Winston and Wm. Young.

Farm Board to Be Created in Bolivia.

A recent decree of the Bolivian Government provides for the creation of a farm board, to be headed by the Minister for Agriculture, according to a report from Edward G. Turblood, American Vice Consul at La Paz. The other members of the board are to be the Director General of Agriculture, a representative of the President of the Republic, a representative of the agriculturists, and an agronomist. The special purpose of the farm board is to stimulate the production of wheat, although its functions will no doubt be broadened to include aid to the growers of other agricultural products. Selected seeds and fertilizers are to be furnished to farmers at cost, and experimental farms for the production of wheat seed are to be established in the various wheat producing sections of the country. The government will aid in the formation of farmers' co-operatives and will encourage the purchase of co-operative machinery. Co-operative marketing is also to be aided.

Efforts to raise the tariff on broomcorn from \$10 to \$25 a ton were defeated in the senate. The \$10 rate was set by the house. Broomcorn is now on the free list.

Government More Efficient (?) in the Banking Business.

Country bankers in the Northwest do not know their business and the Federal Farm Board has advanced \$200,000 to be put out with farmers thru the medium of the government's Farmers Union Terminal Ass'n of St. Paul, Minn., as loans on grain in the farmers' granaries.

Country bankers have been charging 7 to 10 per cent for money to farmers and have frowned on grain on the farm as security. The Monarch and the National Elevator Companies are taking grain on the farm as security and charging only 8 per cent to cover the entire cost.

Now the government controlled Union Terminal Ass'n shows the bankers and the elevator companies how to charge for the service by tacking on \$8.50 for membership fee in the Farmers Union, another \$10 for membership in the Terminal Ass'n, \$15.75 per \$1,000 for insurance, and \$10 for an integrity bond. A chattel abstract must be furnished, obtained from the county recorder of deeds. The farmer must pay \$5 to have his granary inspected. A \$1,000 loan would cost somewhere around \$96.75, altho the apparent rate charged is only 5 3/4 per cent interest.

It is now up to the bankers and the elevator men to line up with the government and slap on these extra charges. They could quote a rate of 5%, or 3 1/4% under the government rate and yet make a bigger profit, by tacking on the same extras.

Another \$200,000 has been advanced to be put out on warehoused grain in Minnesota.

Of course the \$400,000 advanced by the government at a low rate to its creature will not cut a wide swath in North Dakota, Montana and Minnesota, the grain crops of which states are valued at over \$400,000,000. The sum advanced does not equal one-tenth of one cent per bushel on the crops produced annually in those three states.

New Elevator of Meade & Gardiner.

An antiquated elevator proved unable to cope with the rapid movement of wheat to market at the switch known as Acres on the Englewood branch of the Santa Fe between Ashland and Englewood, Kan. F. M. Meade, who went to Ashland and started in the grain business in 1923 and who had a half interest with Ralph Gardiner, a local farmer and ranchman, in the Acres house, decided to tear it down this spring and put up a new modern structure. By the 15th of June the new structure was completed just in time for the rush of new wheat.

The new elevator is studded, iron-clad, 16x32 ft. on the ground and 20 ft. to the square, surmounted with a 12 ft. cupola. It



Meade & Gardiner's Elevator at Acres, Kans.

sets over a full basement built of reinforced concrete, water and rodent proof. The latter feature is a consequence of open space under the wooden hoppers of the bins so that a man can get around under them.

The elevator's eight bins are well braced and steeply hopped to expedite the flow of grain into the boot. They have a total storage capacity for 10,000 bus.

A Kewanee Truck Lift dumps small grain thru a steel grate into a steel hopper which is divided in two. A butterfly valve diverts the grain to the side desired. Overhead bins in the driveway are fitted with service spouts.

The leg is 42 ft. long and incloses a 12-in. 6-ply rubber belt carrying 10x7 inch V cups set on 9-in. centers. It is run at high speed and has elevating capacity for 2,500 bus. per hour.

Power is developed by a 12 h. p. Fairbanks-Morse type Z gasoline engine in an engine house adjacent to the west side of the plant. Transmission of power is by rubber belt from the engine to a line-shaft and by transmission rope from line-shaft to jack shaft in the cupola. A roller chain makes the reduction to the head shaft. SKF self-aligning ball bearings are used to carry the loads on the shafting. The boot pulley turns on Hyatt Roller Bearings.

Outbound weighing is done thru an 8-bu. Richardson Automatic Scale, an 8-in. well casing and Kewanee Flexible Loading Spout. Inbound weighing is done over a 10-ton Truck scale at the office.

Salvageable material from the old elevator was employed in constructing the new. Chas. Bray is the local man in charge of buying operations.

A New Quotation Board.

In an active market the posting of the quotations has required the services of two to four board markers, each carrying a yard of fluttering tape and obstructing the view of the customers. Chalk dust was always in evidence and occasionally a step-ladder defied the sharpest-eyed spectator.

Now modern invention promises to change all this by posting the quotations without chalk, without a board marker and without obstructing the view.

Believe it or not, but the man seated comfortably at the keyboard posts all the figures coming from pit and post without leaving his seat and with nothing but a wire cable connecting his keyboard with the back of the quotation board. Indeed, instead of being in the same room with the quotation board the operator could be a mile or 50 miles removed, and one operator can post any number of blackboards simultaneously at a great saving of personnel with the Remington Automatic Board.

The Remington Board is operated by electro-mechanical control. It easily keeps up with the new high speed ticker. The various units will post 25 to 600 commodities or securities. Further, one firm may have small supplementary boards listing the twenty-five or fifty most important securities, in the various executive or important customers' offices, all operated from the same keyboard. This is a feature that members of the firm, large traders or investors interested in a complete trend on a particular group of issues, have long desired. It eliminates the necessity of constantly watching the ticker-tape.

The keyboard may be located any convenient out of the way place thereby assuring a clear, unobstructed view of the entire list of quotations from any part of the room at all times. The moment the operator touches a given symbol key on the control board a small green signal light appears over that symbol on the Remington Board—and remains lighted until the quotation has been posted.

The quotations appear, plainly printed in large figures, on a paper tape. For each security or commodity a tape three or more inches wide travels downward from the printing wheel of aluminum concealed with all the mechanism behind the board. An electric motor keeps all the printing wheels, each with four sets of figures, constantly turning, the pressing of a key or keys by the operator selecting those that are to print.

The last twenty consecutive sales are constantly visible along with the familiar "open-high-low-last" sales. Unlike the old "chalk" board, the latest quotation on the Remington Board is always on top and in plain sight. Each quotation remains a permanently printed record, giving the complete market trend, and can be referred to at any time.

The inventor is Thomas W. MacKenzie, well known mechanical expert, and the machines are built by the Remington Arms Co., for 113 years engaged in the manufacture of precision instruments, guns and calculating machines. The board is being installed in brokerage offices on a rental basis.

It is expected that a machine of this character will be installed on the trading floor of the new Chicago Board of Trade, with very large figures that can be read clear across the room.

The engravings herewith show the operator at his keyboard, a section of the tape and a group of customers viewing the automatic board in a broker's office.

Change in Grades for Loans.

The Federal Farm Board on Nov. 15 issued a statement supplementary to that published on page 585 of Nov. 10 number adding Portland, Ore., to the list of basic points for advances on wheat, and changing the designation of No. 1 white amber to No. 1 Western white and No. 1 Northern to No. 1 Northern spring.

The valuations for loans remain the same, \$1.13 per bu. on No. 1 Western white basis Seattle and Portland, and \$1.25 on No. 1 Northern spring, basis Minneapolis.

Italy Regulating Grain Production and Distribution.

With Italy now in the position of producing nine-tenths of the grain consumed there Premier Mussolini's grain commission has launched a plan to stabilize prices.

The commission proposes an import duty of \$1 a bu. (subject to shifts in world prices), to require millers to use a fixed percentage of home produced grain, to provide agricultural credits for development of farm equipment, transport and warehouses, to export grain under favorable conditions and to import it when it is needed, free of duty. Loans totaling \$52,600,000 have been requested for land improvements. The government has established a commission to act as a loan agency.

Estates not being worked properly from an agricultural standpoint are being seized and turned over to workers for farming. Any profits resulting are turned over to the owner. The government is engaged in a strenuous campaign to develop Italy agriculturally.

Terminal Elevator Capacities.

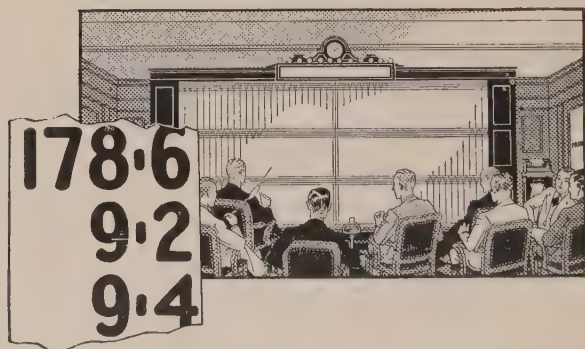
The U. S. Dept. of Agriculture has compiled a list of the grain elevators in the principal cities, which, altho inaccurate in the statement of total capacities, is interesting as classifying the plants into public, private and mill storage. (000 omitted from capacity figures.):

	No. Elevs.	Public Storage	Private Storage	Mill Storage	Total Cap.
Baltimore	6	12,600	.....	50	12,650
Boston	.....	6	2,500	130	2,630
Portland, Me.	2	2,500	.....	.....	2,500
Buffalo	.....	.....	36,908	9,957	46,865
Cairo, Ill.	5	.....	555	40	596
Cedar Rapids	5	.....	9,915	240	10,155
Chicago	54	18,180	29,423	5,650	53,253
Cincinnati	7	1,110	450	.....	1,560
Denver	9	.....	636	1,287	1,923
Duluth	28	43,075	.....	875	43,950
Ft. Worth	.....	7,120	2,190	800	10,110
Galveston	5	5,030	.....	500	5,550
Houston	3	1,500	.....	500	2,000
San Antonio	3	.....	.....	1,000	1,000
Great Falls	4	25	30	2,030	2,135
Hutchinson	10	2,120	137	1,840	4,097
Indianapolis	11	2,000	1,930	915	4,845
Kansas City	38	26,525	5,515	9,115	41,155
Los Angeles	.....	.....	.....	1,704	1,704
Louisville	.....	650	1,845	2,380	4,675
Memphis	11	157	276	1,550	1,983
Milwaukee	11	1,200	6,080	10,400	17,680
Minneapolis	67	49,595	4,430	12,810	66,835
Nashville	17	850	1,330	1,200	3,380
New York	6	6,950	.....	442	7,392
New Orleans	6	5,472	285	.....	5,757
Mobile, Ala.	1	225	.....	.....	225
Norfolk, Va.	2	865	.....	.....	865
Newport News	1	850	.....	.....	850
Ogden	4	.....	.....	3,493	3,493
Oklahoma City	5	.....	.....	1,750	1,750
Enid, Okla.	4	2,350	4,500	5,000	6,850
El Reno	3	.....	190	850	1,040
Omaha	17	1,200	12,665	1,775	15,640
Peoria	10	1,600	400	2,380	4,380
Philadelphia	7	4,975	365	150	5,490
Portland, Ore.	10	2,000	3,645	958	6,603
Astoria, Ore.	1	2,200	.....	.....	2,200
St. Joseph	13	4,500	307	4,500	9,307
St. Louis	35	6,055	2,319	2,625	10,999
San Francisco	.....	8,276	.....	2,640	10,916
Seattle	12	2,450	1,250	3,770	7,470
Sioux City	6	.....	2,175	700	2,875
Spokane	4	200	.....	1,110	1,310
Tacoma	4	.....	.....	1,525	1,525
Toledo	4	1,500	700	2,880	5,080
Wichita	10	2,425	60	9,550	12,035
Total	.....	229,300	128,294	110,991	468,585

468,585



Board Marker Manipulating Keyboard Printing Quotations on Tape.



Part of Tape with Quotations and New Quotation Board in Broker's Office.

Lease of Site Does Not Relieve Railroad of Liability.

The Supreme Court of Kansas on Oct. 5, 1929, decided in favor of the Mangelsdorf Seed Co., Atchison, Kan., plaintiff, against the Missouri Pacific R. R. Co., defendant, for the loss of two cars of seed burned on track at plaintiff's elevator standing on a site leased from the railroad company.

The track and the land on which it lay were not leased, only the ground on which stood the elevator and warehouse.

Two cars of unthreshed bluegrass seed purchased at Cawood, Mo., Sept. 8, 1922, were billed out over the Great Western by the seller, Craig, with directions to notify Mangelsdorf. From St. Joseph the cars moved over the Santa Fe to Atchison, where Mangelsdorf ordered delivery to the Missouri Pacific for switching, and they were placed on the elevator track at 10:30 a. m., Sept. 13.

Fire originating in the elevator destroyed the building and 334 bags of bluegrass seed in one car, and water damaged 216 bus., at 5 a. m., on Sept. 14. Plaintiff had paid \$1,335.17 for the seed and \$50 for the bags, besides \$97.26 freight.

Mangelsdorf brought suit, contending that defendant's liability as a carrier continued thru the 48-hour period of free unloading time provided for in the B/L and referred to in the agreed statement of facts, and that since the loss occurred within that time plaintiff should recover in this case.

Defendant argued that the lease relieved it of liability. The lease provided as follows:

"In consideration of the premises, said lessee shall occupy said leased property at the lessee's own risk entirely, and shall assume, and hereby does assume, all risk of damage by fire, water or otherwise, arising from the maintenance or operation of said lessor's railway, over and upon, or near said property, whether such fire be caused by sparks from locomotives of said lessor, or in any other manner, while this lease is in force, and said lessee shall indemnify and save harmless the said lessor, from loss, damages, charges, expenses and costs of every kind and nature, arising or that may arise from the death of or injury to any and all person or persons, upon, or going to or from, said property, or to the live stock, teams, or vehicles, belonging to or operated by said lessee, or other persons aforesaid, caused by said lessor or its employees, while operating locomotives or cars upon or adjacent to the leased property, and from injury to any and all buildings and other improvements erected or to be erected upon the land hereby leased and from injury to any and all personal property in and upon said leased property, whether said loss, damages, expenses or costs shall arise out of the operation of said railroad or any branches, spurs, sidetracks or additions thereto, now or hereafter constructed, or shall arise out of fire set by engines or cars of said lessor, or from any other causes whatsoever, and the said lessee does hereby remise, release and forever discharge the lessor of and from all actions and causes of action at law or in equity arising or that may arise out of the matters and things aforesaid."

The Court said: The question of the nature of the carrier's liability during the 48-hour period has, however, been directly passed upon by the Supreme Court of the United States in *Michigan Cent. R. R. Co. v. Mark Owen & Co.*, 256 U. S. 427, 41 S. Ct. 554, 555, 65 L. Ed. 1032. That action arose in the municipal court of Chicago for damages for loss on several shipments of grapes. We quote quite liberally from the opinion:

"By recurring to section 5 of the B/L it will be seen that it supposes a contingency and provides for its occurrence. It supposes that property may not be removed when it has reached destination, and is available for delivery, and two periods of time are provided for. One of 48 hours after notice of the arrival of the property has been sent or given. During this time there is no declaration of the relation of the railroad company to the property. The other period commences at the expiration of the first or 48-hour period, during which the provision is that the property is subject to carrier's responsibility as warehouseman only. The comparison has its significance and must be accounted for. Realizing this, the railroad company makes a distinction. Its contention is that where delivery has been made of the property as, it insists was true, in the case at bar, the responsibility of the railroad company as carrier immediately ceases. If, however, it is neither delivered nor removed within 48 hours after notice of its arrival, the responsibility of the railroad company thereafter is that of 'warehouseman only.'"

"To the distinction and the contention based

upon it, the Supreme Court of the State answered that the B/L provides for property 'not removed'—not to property 'delivered' or 'not delivered,' and it must be taken at its word.

"The answer puts too much emphasis upon the distinction between property removed and property delivered. The property here was not delivered; access was only given to it that it might be removed, and 48 hours were given for the purpose. Pending that time it was within the custody of the railroad company, the company having the same relation to it that the company acquired by its receipt and had during its transportation.

"The B/L is definite, as we have pointed out, in its provisions and of the time at which responsibility of the company shall be that of warehouseman, and by necessary implication; therefore, until that responsibility attaches, that of carrier exists."

We regard this decision of the Supreme Court of the United States to be controlling as to the nature of the liability of the carrier during the 48-hour free unloading time.

The court gave judgment for the full amount claimed, one of the judges dissenting.—280 *Pac. Rep.* 896.

McKelvie on Farm Policy.

Samuel R. McKelvie, member of the Farm Board, says: There are those who say this is a radical movement bordering on socialism. Others say it does not go far enough.

We hope to eliminate speculation thru which gamblers have made and lost fortunes. It is the intention of the board to see to it that the entire marketing machinery is placed in the hands of the farmer.

In carrying out this program we realize that we may have to cut squarely across lines that long have been established in dealing with farm products.

We shall not hesitate to do this wherever it is apparent that a necessity exists for it and in doing so it is our intention to salvage all that is good of systems now in existence.

A device for removing hulls of samples and for indicating the milling value of rough rice has been invented by W. D. Smith, grain marketing specialist of the U. S. Dept. of Agriculture. The invention makes it possible to apply a standard, unvarying test to determine hardness or milling quality of rough rice and to grade the rice according to milling quality more satisfactorily.

More Tax-Eaters in Federal Employ

Ten foreign bureaus of the agricultural marketing and outlook staff of the U. S. Dept. of Agriculture will be established immediately by the Dept. at the request of the Federal Farm Board. The Board has agreed to pay expenses of the bureaus until appropriations are obtained from congress.

The board wants the bureaus in charge of men "with sufficient rank to command the respect and attention of foreign governments" and they would be expected to obtain information on acreage, crop conditions, stocks on hand, price trends, consumption and purchasing power in the countries assigned to them. At present the Dept. maintains information gathering offices at London, Berlin and Shanghai.

The Board's request ends a feud of 8 years between the Dept. of Agriculture and the Dept. of Commerce over the control of the agencies. A committee of specialists, employed by the Farm Board found the Dept. of Agriculture and not the Dept. of Commerce should control the offices.

Following are headquarters and territories of the bureaus to be established:

London—British Isles. Berlin—Germany, Austria, Czechoslovakia, and Poland. Paris—Holland, Belgium and northern France. Marseilles—Mediterranean basin. Copenhagen—Denmark, Norway and Sweden. Bucharest—Danube basin. Buenos Aires—South America, especially Argentina and Brazil. Melbourne—Australia and New Zealand. Johannesburg or Pretoria—South Africa. Shanghai—The Orient.

Pool Membership Less.

When the expiration of the first contract period in 1928 made it necessary to conduct campaigns for renewals in three provinces of Western Canada the result was a decrease in membership from 138,000 to 133,000.

Whether this decrease in membership is due to failure of the pool to fulfill the extravagant expectations of many wheat growers, or to dissatisfaction with the price obtained for their crops by farmers who felt they could have guessed the top, can not be ascertained. There, too, there may be some who do not wish to be assessed for the construction of grain handling plants at remote points when they need all their capital for improvement of their own property.

A considerable number of the wheat growers of the Prairie provinces never joined the pool.

Farm Board Elevator Construction.

Elevators will be built where needed and as soon as possible after the Bureau of Agricultural Economics completes the survey it is making of the grain storage situation in the United States, Chairman Alexander Legge of the Federal Farm Board stated Nov. 11. He added that the Farmers National Grain Corporation would be in charge of the elevators and that that organization would be loaned 80% of the cost of construction by the Farm Board.

Chairman Legge said that building would start first where the need was greatest.

Pools Fighting in Kansas.

Another lawsuit has been added to the busy times attorneys for the Kansas Wheat Growers Ass'n have been enjoying. This time the Ass'n is suing its successor—the Kansas Co-operative Marketing Ass'n which came into being in 1925 and took over the affairs of the original group. The first Ass'n was organized in 1921.

The latest suit is for \$55,600 which the older Ass'n claims is still due it from assets taken over at the time of the transfer. The contracts, the elevator at Leavenworth, Kan., and two memberships in the Wichita Board of Trade were listed among the things transferred. The bill states that part of the debt has been paid, but that the \$55,600 is still due.

Since relinquishing its contracts the original Ass'n has been engaged in constant litigation in the district court in Leavenworth seeking to collect money from farmers who, it is charged, sold wheat outside the pool in violation of contract. Actions have been brought against the Ass'n charging fraud was exercised in organizing it.

Barley scab can be reduced to a negligible amount by fall plowing of land that is to be planted in barley in the spring says J. G. Dickson, plant pathologist, of the University of Wisconsin. The spores of the disease live in refuse of the fields and infect the young barley when it is in bloom if they are not destroyed by fall plowing.

Increasing financial difficulties developing in the German grain trade have resulted in the forced liquidation of Wagner & Co., of Breslau, Germany, one of the highly regarded institutions of the district, says a report from Europe. The unfavorable situation of the agricultural industries of Germany and a lack of capital are listed as causes which forced the liquidation.

The Bolivian government has decreed that domestic flour millers will be granted a rebate of the duties on foreign wheat to be used in the manufacture of flour and flour products during the first five years the mills are in operation. The duties on imported wheat, in bolivianos per 100 kilos will be as follows: For the first year, 2 (about \$0.72); second year, 4 (about \$1.44); third year, 6 (about \$2.16); and the fourth year, 8 (about \$2.88).

Sullivan Elevator at Milepost 29, Kan.

Many years ago a fighting Irishman made his way out to western Kansas where the rolling meadows were only semi-arid plains nourishing a thin growth of bunch grass. There were no railroads. The prairies were thinly populated. Cow herding was the principal activity. The "cows" were long-horned vicious range stock. It took 10 acres of the prairie country to feed one of them for a year.

Dan Sullivan took up a homestead at Ulysses out in Grant county and became a cowboy. In a few years the homestead had graduated and become a ranch. Two boys, Dan, Jr., the first white child born in Grant county, and Jerry, played around the homestead and learned to be cowmen like their dad. Both became experts at riding, at throwing a rope and at bulldogging bellowing steers.

It wasn't long till they were taking an active part in the management of the ranch. The ranch acreage continued to spread.

Then the railroad came. A branch line was run up thru Ulysses and out to Manter by the Santa Fe. The inhabitants of Grant county learned that the prairies would raise good wheat and they began to desert the cattle business for the wheat producing business. Dan and Jerry Sullivan had to go into the grain business in self-defense.

In 1922 they put up a 30,000 bu. elevator at Ulysses. Not more than 40,000 bus. of wheat was being raised in the county. By 1924 this had increased so they put up another house at Hickok. Dan and Jerry Sullivan finished a new elevator at Milepost 29 just in time to be used on the 2,000,000 bus. 1929 crop.

The new elevator is 32x26 ft. on the ground, 40 ft. to the plate and surmounted by a 20 ft. cupola. Construction is studded and iron-clad with the iron-cladding bonded for lightning protection. It has 9 bins, 3 of them over the driveway, which have an aggregate capacity for over 22,000 bus.

A Kewanee All Steel Truck Lift and a steel grate, eliminating the need for trap doors, speeds the operation of dumping wheat into the double pit. A diverting valve in the pit enables the operator to keep grain of different grades separate. The pit has a steeply hopped-per concrete bottom.

The leg belt is 12 ins. wide and carries 11x6

in. V cups. It has capacity for elevating 2,500 bus. per hour.

Power is supplied by a 7½ h. p. Fairbanks-Morse Inclosed Ball Bearing Motor working thru a Winters Universal Head Drive. All bearings in the house with the exception of those on machinery coming regularly equipped otherwise, are SKF's, including those in the boot.

A 10-bu. Richardson Automatic Scale weighs grain as fast as it can be elevated and empties it thru a garner into an 8-in. well-casing leading to the loading spout.

A manlift makes it easy to get to the cupola. Fire fighting equipment is located at handy points to protect against this hazard. All electric wiring is placed in conduits as required by the fire underwriters.

A. F. Roberts was the contractor. Construction was begun on June 15 and completed early in August.

Roy Harrison was placed in charge of the new elevator.

The banks used to suffer some confusion because so many firms used the town name in the firm name. Seeking to avoid the confusion and facilitate handling of checks with greatest dispatch and minimum mistakes, Dan and Jerry Sullivan changed the style of their firm name from "Ulysses Grain Co." to just plain "Sullivan." They are now using this name at all three of their stations, Ulysses, Hickok and Milepost 29.

Milepost 29, where the new elevator was built, hasn't been named yet. The official town-site namers for the Santa Fe thought some of making it "Sullivan," but it seems some other Irishman in Kansas used the name for a townsite first and the town he founded is still in existence.

The Sullivan interests are still expanding. The brothers have a block of land out in Baca county, Colorado, and another elevator to handle its products is next on schedule.

France Tackles Farm Relief.

France's abnormal wheat crop has created a price situation which is attracting nationwide interest in that country and leading the Dept. of Agriculture there into various schemes calculated to sustain the price of wheat. Despite efforts to increase consumption and to support the price by the raising of the duty and other steps the price of the cereal had declined from \$1.83 in February to \$1.54 in September.

Other relief measures being tried or under consideration are the extension of time on the permit system, import bonds, extension of loans to farmers, erection of storage facilities in the producing sections and annulment of the existing law prohibiting the use of wheat as an animal feedstuffs.

Under existing regulations, wheat or its equivalent in flour imported under temporary admission, free of duty, must be re-exported within three months. However, the present glutted condition of the French flour market and the approaching expiration of temporary permits of admission have created an unfavorable situation which might be improved if these permits were extended.

The Dept. of Agriculture is also contemplating the inauguration of a system of import bonds. The plan would operate in such a way that millers exporting flour would receive a certificate entitling them to import an equivalent amount of wheat free of duty. The practice of hoarding flour manufactured from American hard wheat on which duty has been paid is prevalent in certain branches of the industry. The argument, consequently, is presented that if through the application of import bonds millers could subsequently import the equivalent of wheat exempt from duty, they would be induced to liberate their stocks, thereby relieving the congested condition of the market.

Shippers' Certificate of Weight

for use by grain shippers in advising receivers of the amount and grade of grain loaded into a car. Especially adapted for use in filing claims for Loss of Weight in Transit. Each certificate gives: Kind of scale used; Station; Car Number and Initials; Shipper's Name;—lbs. equal to—bus. of No.—; Date scales were tested and by whom; car thoroughly examined and found to be in good condition and properly sealed when delivered to the R. R. Co.; Seal Record, name and number, sides and ends; marked capacity of car; date; name of the weigher. On the back is a form for recording the weight of each draught.

Printed and numbered in duplicate. Originals on Goldenrod Bond; duplicates on tough pink manila in two colors of ink. Well bound with heavy hinged pressboard covers. 75 originals, 75 duplicates and four sheets of carbon paper. Size 4½x4¾ inches. Weight 11 ozs.

Order Form No. 89 SWC. Price \$1.00.

Grain Dealers Journal, Chicago, Ill.

Do Not Take Chances

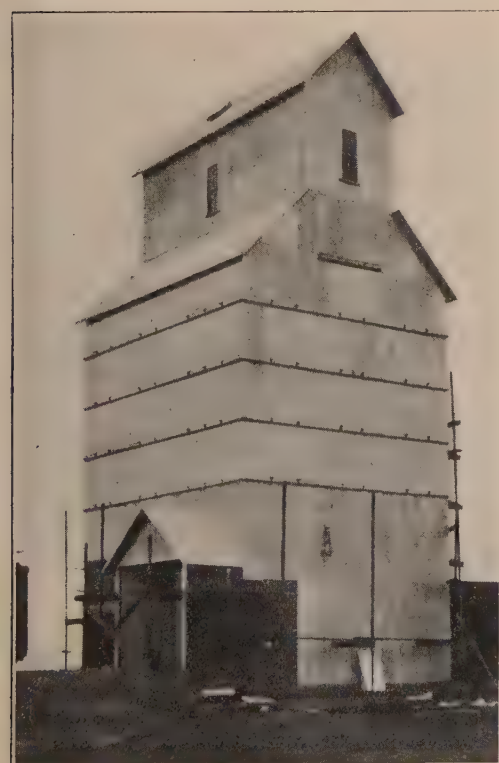
on verbal contracts for future delivery of the grain you are now purchasing. Mr. Farmer is very liable to forget them if the market should advance or his crop be a failure. Our Duplicating Grain Contracts will save you time, worry and money and should be used on every purchase.

They certify the Farmer "has sold Bushels of at cents per bushel, to grade No., to be delivered at on or before They also certify that "If inferior grain is delivered, the market difference at which such grain is selling on day of delivery shall be deducted."

Put up in books of 100 duplicate sets. Originals of bond paper are machine perforated so they may be easily torn out, while the manila duplicate remains firmly bound in the book. Both sheets contain a printed form on the back for entering all grain delivered on the contract. Check bound with 3 sheets of carbon. Order FORM 10 DC, Price \$1.15.

Grain Dealers Journal

309 South La Salle St. Chicago, Ill.



Sullivan Grain Co.'s Elevator at Milepost 29, Kansas.

Weevil Eradicators.

By H. M. SIMPSON

of Thompson Hayward Chemical Co.

With the advent and general use of "combine harvesting machinery" damage to stored wheat is much greater than formerly. Wheat now often reaches terminal storage in ten days after standing in the field. It usually has a high moisture content and is moving at a season when temperatures are high. In concrete storage the summer temperature of the wheat often remains until January 1st. Bin temperatures of 80 and 85 degrees are not unusual on Dec. 15th, in large houses. These conditions are ideal for the incubation of weevil. Under the old harvesting methods, shocked wheat stood in the fields for months, went thru the sweat, became thoroughly dry, was threshed in cooler weather and often shipped in winter. Under this method of harvesting, weevil damage was occasional and the exception.

The extent of this loss is hard to arrive at in dollars and cents. However, the amount of money spent each season for chemical eradicators, can be estimated, and the amount is surprisingly large—and growing larger every year.

In treating wheat in storage that is to be milled into flour there are several things to be taken into consideration besides killing the insects. The cure can be, and often is worse than the disease.

The insecticide must be non-inflammable. Insurance underwriters insist on this. This is a hard restriction to meet from a chemical standpoint because several liquids that have high toxic (killing) powers are extremely explosive and inflammable. Carbon bisulphide is a good example of this.

Second, the chemicals must not leave any odors on the grain that will affect its grade, or its milling qualities. Some substances may not even leave an odor but will affect the protein of the wheat berry, ruining its baking qualities, usually by affecting the yeast action in baking. Excessive amounts of sulphur dioxide is said to do this.

Third, the product must be quick acting and reasonably harmless to operators who have to handle it when application is made.

Fourth, the cost must be low. If the cost is too high per bushel, a terminal elevator prefers to take a dockage in grain.

Fifth, the product must kill a large percentage of the weevil and should kill the nits or eggs.

There are several chemical substances that meet one or more of the above requirements. Carbon bisulphide, carbon tetrachloride, chloropicrin (a chlorohydrin), ethyl acetate and ethylene dichloride are produced commercially, are relatively low in price and can be obtained on the open market.

CARBON BISULPHIDE is probably the best known since it is largely used to treat cars in transit. It is a highly volatile liquid, evaporating easily and quickly, forming a gas heavier than air. It is undoubtedly one of the best substances known for summer use from the standpoint of killing power—leaves no odor and does not affect the grain. Unfortunately it is highly inflammable and the gas mixed with the air is explosive. It will kill the weevil but it will also wreck the house if it comes in contact with a flame or spark. It is used in combination with carbon tetrachloride to make it non-inflammable. 15% carbon bisulphide with 85% carbon tetrachloride is a common mixture which is quite satisfactory and has a fairly good killing power.

Carbon bisulphide is priced at about 7c per pound, approximately 70c per gallon on the open market.

CARBON TETRACHLORIDE is also a colorless volatile liquid, weighing about 13 lbs. to the gallon. It is not inflammable or explosive, in fact it is a good fire extinguisher and is used for this purpose commercially. The drawback to carbon tetrachloride is that it has a relatively low killing power, about 1/15 to

1/20 that of carbon bisulphide. Consequently carbon tetrachloride is employed, mixed with inflammable products of greater toxic power. Carbon tetrachloride sells for \$1.10 a gallon in drum lots.

ETHYLENE DICHLORIDE is a heavy rather oily looking liquid, new to the grain trade for this purpose, in the last season or two. It is inflammable, but when in combination with carbon tetrachloride it gives good results. The usual combination is three parts of ethylene dichloride to one part of carbon tetrachloride. The resulting mixture is non-inflammable and while it does not have the killing power of carbon tetrachloride it is sufficiently deadly to be quite satisfactory. It sells for about 9c a pound, or a dollar a gallon.

ETHYL ACETATE is a practically colorless compound, weighing about 7½ pounds per gallon and is used with carbon tetrachloride in proportion 60% carbon tetrachloride and 40% ethyl acetate. While the Government has worked out and recommended the above formula years ago, we do not believe it is passed by the underwriters, and further there is some evidence to show that the odor will cling to wheat in certain cases. Ethyl acetate sells for about \$1.00 a gallon in drum lots.

CHLOROPICRIN is a chemical product belonging to the chlorohydrin group, and is used in original form.

ETHYLENE OXIDE is a gas at ordinary temperatures. It has a wonderful toxicity or killing power. It is highly inflammable and is used in conjunction with carbon tetrachloride, apparently making a very desirable fumigant. Production of ethylene oxide has not been on a commercial scale and the price has been too high to admit its general use.

We leave out the discussion of the cyanide products. They are very efficient for general fumigation work, but quite expensive for the treating of storage wheat in bins.

These brief descriptions give some idea of the known, tried and tested chemicals that are used in the manufacture of liquid fumigants.

In their almost frantic search for a substance that will do the work required, grain men are buying simple mixtures of the above chemicals at high prices. Fly-by-night chemical companies and ex-grain men with private formulas are reaping a harvest selling these mixtures, usually guaranteed to kill anything from weevil to stray tom cats. In other instances there are straight out-fakes being sold. A few weeks ago a high pressure salesman made the rounds of the large grain elevators in Kansas City selling a white powder for \$24.00 a box. It was to be placed in the headhouse of the elevator and left open giving off odorless fumes for several days, and it was guaranteed to kill all insects in grain that passed thru the headhouse conveyors to the bins. Believe it or not, the superintendents of some of the largest elevators bought a box of this magic powder, which the salesman obligingly carried with him in his car. He also collected on the spot and neglected to leave any business cards with his home address on it.

Other substances have been put on the market that are supposed not only to kill insects, but remove any odor of must from the wheat. These products usually contain cinnamic aldehyde, or oil of cinnamon, or some other powerful essential oil with an odor that merely covers up the musty smell. True, the musty odor cannot be noticed in the presence of the powerful cinnamon—but try to get rid of the cinnamon odor. We heard of one flour mill chemist who claimed he could make cinnamon rolls from flour milled out of the treated wheat without using any cinnamon.

Unscrupulous chemical companies are going to continue to charge two prices for mixtures of simple products just as long as the grain and milling people will pay for them. Fakers are going to peddle trick weevil killers as long as any one will buy them.

We are trying to do our part in stamping out

this graft by bringing it to the attention of the grain trade, but the grain trade must co-operate. The next time a salesman tries to sell you a "sure fire" weevil eradicator ask him what is in it. If he doesn't know he should—there is no secret about it. If you want information, send a sample of it to a responsible laboratory and find out. Do not pay an excessive price for a simple mixture of commercially obtainable ingredients.

At the other extreme we do not believe mills and elevator operators are in a position to make their own fumigants. To turn out a good product special equipment, temperature control of the ingredients, and experience of the manufacturer enter into the picture. Buy a product from a reputable house at a reasonable price. Use care in application, following directions, and you can expect weevil control.

Farm relief is coming forward as a political issue in Sweden. Farmers there are complaining against the low prices for native wheat and they are urging the government to help them. The question, it is believed, will be raised in the Swedish parliament.

A scientist insists, that the increased supply of nitrates will make it possible for the industrious farmer to plant grain one week and reap his crop the next. The loafer and the agitator will experience just as much difficulty as ever in getting a living out of their farms. The failures will persist in devoting most of their time to grumbling about the weather.

Protein Content of Canada Crop.

The first report of the study of the protein content of the 1929 Canadian wheat crop has been made public by the Grain Research Laboratory of the Board of Grain Commissioners.

Some 4,000 samples of the contract grades were used in the investigation and were collected from 100 different districts in Manitoba, 700 in Saskatchewan and 150 in Alberta.

Conclusions of the first report are:

In each province, the maximum protein content of each grade is distinctly higher than that of last year, the maximum found in any district this year being 19.0%, as compared with 16.0% in 1928-29.

In each province, samples grading Three Northern were found to have both the highest and the lowest protein content.

The average protein content of each grade in Manitoba was found to be very much the same as that of last year.

The average protein content of each grade in Saskatchewan is 1-1½ per cent higher, and in Alberta 1-2 per cent higher than that of last year.

The average protein content of the wheat in Manitoba decreases with the grade, while the average in Saskatchewan and Alberta is the same for each grade.

The very high and the very low protein content of grade Three Northern may be accounted for by the fact that any particular sample of wheat may be graded Three Northern for two very different reasons: Because it is of low weight per bushel, which means a large number of thin kernels, with a comparatively large proportion of bran, which material contains a relatively high percentage of crude protein, as compared with the flour, or Because of the sample of wheat, although of sufficient test weight per bushel, contains a large proportion of starchy kernels, which are low in protein.

Reference to the milling and baking results of this year's crop shows the very superior baking quality, and this is attributed in very large part to the higher percentage of protein.

Special attention as to milling and baking qualities is called to the following:

The moisture content is low, as was also the case last year. The average moisture content of all grades examined to date is about 12.4 per cent. To date, only about 2½ per cent is tough (over 14.4%) and practically no damp (over 17.0%) has appeared on the market.

The weight per bushel of each grade is decidedly lower than that of last year, in which case it was particularly high. It is also lower than that of the past three years.

New Plant of Hawk Grain Co. at Woods, Kan.

C. W. Hawk, a rancher and wheat grower of Hugoton, Kan., has for a number of years kept a little grocery store at Woods Station, at the end of the Kansas & Oklahoma railroad, running north and west from Liberal. During these years he has been shipping his own wheat. Last fall he decided to add the grain business to his other activities and contracted with John Klein of the Southwest Construction Co., for a 20,000 bu. studded, iron-clad elevator.

The dimensions of the new elevator, which is the only elevator at Woods, are 24x28 ft., 36 ft. to the square and surmounted by a 20 ft. cupola. The 28 gauge channel-drain iron roof and the siding is bonded and has 7 ft. ground rods at opposite corners, for lightning protection.

The house has eight bins with capacities ranging from 6,000 down to 1,400 bus. each. The four main bins extend from the pit to the square. Three of the remaining bins are over the driveway and the fourth is over the work floor. The hoppers bottoms of the four main bins and of the pit are of waterproofed concrete.

The 8x12 ft. well-hole goes 20 ft. into the ground, sufficiently large to permit a man to work around the boot.

The leg incloses a 5-ply rubber belt 10-in. wide and carrying 9x6-in. V cups on 10-in. centers. It empties into a style B Ehrsam Distributor with metal spouts to bins and to the 5-bu. Richardson Automatic Scale, and has capacity for elevating 2,000 bus. per hour.

A Kewanee Truck Lift dumps the grain into a grate covered double pit, fitted with a butterfly diverting valve.

Power is developed by a 10 h.p. Fairbanks-Morse type Z gasoline engine in an iron-lined engine house with a concrete floor, set adjacent the west side of the elevator. A rubber belt transmits power to the line-shaft extending into the elevator, from which 4-strand manila transmission rope transmits the power to the shaft in the cupola. A roller chain makes the reduction to the head-shaft.

An Ehrsam man-lift makes the cupola quickly accessible. Fire extinguishers are placed at handy points about the plant.

A roof is extended 6 ft. each way from the drive-way over the approaches to protect the pits from water during heavy, driving rains.



Hawk Grain Co.'s Elevator at Woods, Kan.

The office is set a short distance from the elevator. It houses the beam of a 10-ton Fairbanks-Morse Truck Scale. Vern Harvey, manager for the Hawk Grain Co., is almost always at the scale beam.

Modernize Your Elevator.

Development of transportation and communication has brought all the advantages of urban life to the rural districts. With it came new desires and greater demands. "Efficiency" has become one of the watchwords of farmers. This is expressed in tremendous sales of modern farm machinery, and in the action of farmers driving a few miles extra to take advantage of a truck lift in a modern elevator, which can unload grain with dispatch.

The grain dealer who neglects to keep abreast of the times will find there are those among his competitors who will and if he elects to continue to hang back all of his trade will soon be going to the competitive elevators.

In certain sections of the Southwest last summer, where a tremendous crop moved to market in 60 days, margins became less important than equipment. Farmers were asking, "Can you handle our grain?" and trucks formed long lines before the elevators that could. Equipment was worked to capacity for long hours each day.

Thru the great Corn Belt trucks are daily coming into greater use among the agriculturists. Hard roads have been supplied. The grain dealers have found it necessary to install truck lifts.

It is just as important from the grain dealers standpoint to modernize the rest of his elevator, increasing the number of his bins so that he can keep various grades separate and profitably mix the grain he ships; increasing the flexibility of his plant; increasing leg capacities so the elevating equipment can keep the receiving sinks clear; installing inclosed motors which can be set close to the machinery to be run and thereby operate with minimum loss of power; replacing plain bearings with those of anti-friction type which cut down power and labor requirements, and reduce the fire hazards. There are many things which can be done to increase mechanical efficiency and help the grain dealer give improved service.

Care of equipment is likewise important. A carelessly kept elevator soon becomes so dirty and filled with dust that fire insurance companies class it as an undesirable risk.

An electric wire on a traveling type of truck lift in a Nebraska elevator rubbed against the side of the driveway until the insulation was worn thru and the wire exposed. One morning following a rain, when the planks of the driveway had absorbed considerable moisture a visitor stepped between the iron bars of the lifting cradle and took a charge of 110 volts thru his body. He was knocked down and remained unconscious four hours. It was two weeks before he could return to his normal pursuits, bearing scars of two burns incurred where his body came in contact with metal and acted as a conductor for the electricity.

If attention had been given the worn insulation it could have been taped and protected.

Numerous cases of elevator fires are constantly being brought to attention, wherein a neglected bearing is at fault. Proper attention and plenty of oil would prevent these, reduce the number of fires and thereby reduce the cost of insurance.

It is directly to the grain dealer's interest that he make his plant modern in so far as possible and to see that his equipment is given the best of care.

Herman Steen has been chosen sec'y of the Millers National Federation to succeed A. P. Husband. For 8 years he was editor of a farm paper published at Chicago and for 3 years sec'y-treas. of the Central States Soft Wheat Growers Ass'n, a pool having its headquarters at Indianapolis.

Cipher Codes

Universal Grain Code: The only complete, the most up-to-date and latest grain code published. Effects a greater reduction in tolls than any other domestic code. Code words for the U. S. Standard Grades of Wheat, Corn and Oats. 150 pages 4½x7 inches. Price, leather bound, \$3.00; paper, \$1.50.

Robinson Telegraph Cipher Code: With all supplements, for domestic grain business. Leather bound, \$2.50; cloth, \$2.00.

Millers Telegraphic Cipher: (1917) For the milling and flour trades. 77 pages, 3¼x6 inches. Cloth bound. Price \$2.00.

Cross Telegraphic Cipher Code: 9th edition revised for provision and grain trades. 145 pages 4½x5½ ins. Cloth bound. Price \$3.50.

A. B. C. Improved Fifth Edition Code, with Sup.: Reduces cable tolls 50% thru use of five-letter words, any two of which may be sent as one. Price in English, \$20.00.

Bentley's Complete Phrase Code: Contains nearly 1,000 million code words, any two of which can be sent as one word. Thru its use a saving of 50% can be effected in cablegrams. Appendix contains decimal moneys and list of bankers. 412 pages, 8½x10½ inches. Bound in cloth, leather back and corners. \$15.00.

Baltimore Export Cable Code: Hinrich's fourth edition, compiled especially for export grain trade. 152 pages 6½x9 inches, bound in leather. Price \$15.00.

Riverside Flour Code, Improved (5 letter revision): Sixth Edition. Retaining the essential features of the 5 edition published in 1901, for use in domestic and export trade. Size 6x7 inches, 304 pages. Bound in flexible leather, \$12.50.

Calpack Code (1923) is designed to succeed and replace the codes published by the J. K. Armsby Co., and the California Fruit Canners' Ass'n in the fruit and vegetable packing industry. Size 6¾x8¼ ins. 350 pages, bound in keratol. Price \$10.00.

All prices are f. o. b. Chicago.

GRAIN DEALERS JOURNAL
309 So. La Salle St., Chicago, Ill.

Railroad Claim Books

require little of your time for filing, and contain spaces for all the necessary information in the order which assure prompt attention on the part of the claim agent. They increase and hasten your returns by helping you to prove your claims and by helping the claim agent to justify payment.

Form A is for Loss of Weight in Transit Claims.

" B—Loss in Market Value Due to Delay in Transit.

" C—Loss in Quality Due to Delay in Transit.

" D—Loss in Market Value Due to Delay in Furnishing Cars.

" E—Overcharge in Freight or Weight.

These claim blanks are printed on bond paper, bound in book form, each book containing 100 originals and 100 duplicates, a two-page index, instructions and summary showing just which claims have not been paid, and four sheets of carbon.

The five forms are well bound in three books, as follows:

411-A contains 100 sets all Form A. Price, \$2.00.

411-E contains 100 sets all Form E. Price, \$2.00.

411-B contains 60 sets Form A, 10 Form B, 10 Form C, 10 Form D and 10 Form E. Price, \$2.00.

Grain Dealers Journal

309 South La Salle St. Chicago, Ill.

Grain Trade News

Reports of new firms, changes, deaths, casualties and failures; new elevators, new flour mills, improvements, fires and accidents are welcome. Let us hear from you.

CALIFORNIA

Los Angeles, Cal.—The new officers of the Grain Exchange are as follows: Pres., J. L. Eichelberger; vice-pres., Max Viault; treas., E. B. Young; sec'y (re-elected), M. D. Thie-naud. Directors: Max Viault, W. M. Wilber, E. B. Young, J. S. Gray, J. R. Garvey and E. B. Regan.

Los Angeles, Cal.—John C. Hodge, of the Atlas Milling Co. and former pres. of the Los Angeles Grain Exchange, died Nov. 16, while on a trip to San Francisco. He was well known in business circles in California. He attended the recent annual convention of the Grain Dealers National Ass'n at Peoria, Ill., and while there was taken with a heart attack and compelled to go to a hospital.

Corcoran, Cal.—On Oct. 7, at approximately 4 o'clock in the afternoon, our mill man came into the office and reported the mill on fire. Our foreman and the writer were in the office and after leaving instructions to call out our very efficient fire department, immediately went to the mill. The fire apparently had been burning for three or four minutes, as the elevator head was in flames and the fire had spread to two adjacent bins and was travelling across the roof joists to the air vent in the center of the building. We immediately brot into play our own 50-foot length of 1½-inch hose, directly connected with city main by about 300 feet of 2-inch pipe. We had the fire absolutely under control within one minute from application of the water, and in five minutes had it entirely out. It was not necessary to have any help from our local fire department. We thoroly wet down the bins and the charred timber and kept a watchman in the plant until 8:30 p. m. We then thoroly inspected everything and decided it was safe to let the watchman go home. At 10:30 p. m. fire again started from a spark in one of the bins and same was promptly extinguished by our local department which had water on the flame within four minutes from the time the fire alarm was turned in. Very little damage was done by the second fire, however. The fire originally started when an elevator choked down and the cotton belt burned in two at the head pulley. Total damages to our mill were less than \$1,000, and with the exception of our molasses unit we were able to start operation within two days. Total water damage was approximately \$90.—Cutter Grain & Milling Co., Geo. H. Cutter.

CANADA

Prescott, Ont.—Construction work has started on the Dominion Government's mammoth 5,500,000-bu. terminal elevator here, which includes the erection of about 6,000 feet of concrete wharf in addition to the elevator bins, workhouse, track sheds, business offices, garage, machine shop, drier building, boiler house, etc. The elevator itself will occupy a central pier stretching out into the St. Lawrence, while two slips on either side will be provided by the erection of two similar piers. The elevator will have 159 circular concrete bins and 212 interspace bins, divided into four sections, and to be fed by four traveling and one stationary marine tower, to be used to discharge the lake steamers. The elevator will be three bins wide, the diameter of each being 20½ feet. Special provision has been made for four sets of tracks connecting with both the Canadian Pacific and Canadian National railways, as it is expected that large quantities of grain will move by rail to Montreal. The work is to be completed by August, 1930, at the same time as the opening of the new Welland ship canal, when the big upper lake grain boats will be able for the first time to cross Lake Ontario and discharge their cargoes at Kingston and Prescott for shipment by rail to Montreal, or in smaller vessels down the St. Lawrence.

Port Colborne, Ont.—The Maple Leaf Milling Co.'s new 1,000,000-bu. elevator opened during the second week of November.

St. John, N. B.—Effective Dec. 1 a charge of 1c per bu. will be made for handling all grain over the commissioner's conveyor system at the port of St. John, N. B.

Kerwood, Ont.—Thomas Franklin Mills, engaged in the grain business in this town for a number of years, died recently in Toronto where he had been making his home.

Owen Sound, Ont.—The Great Lakes Elvtr. Co. recently started operations at its new 2,000,000-bu. annex, which gives the company a total capacity here of 4,000,000 bus.

Vancouver, B. C.—Membership dues in the Merchants Exchange have been increased by \$1 per quarter, due to increased costs of operation and expenses of moving to new quarters.

Medicine Hat, Alta.—The addition to our grain storage of 325,000 bus. was completed in August. The contractors were Carter Halls Aldinger, Ltd.—Maple Leaf Milling Co., Ltd., W. J. Smallacombe, mgr.

COLORADO

Walsh, Colo.—The Moomaw Grain Co. is just completing an addition to its plant, increasing the capacity.

Greeley, Colo.—Elmer E. Butler, former manager of the Windsor (Colo.) Flour Mill elevator, has been promoted to the position of foreman of the elevator of the Model Flour Mills here. Both of these plants are branches of the Colorado Milling & Elvtr. Co. of Denver.

ILLINOIS

Biggs (Easton p. o.), Ill.—The Farmers Elvtr. Co. has erected a 6,000-bu. concrete corn crib driven by a 6-h.p. engine.

Reilly Station (Rankin p. o.), Ill.—Fred C. Leach has completed installation of new 20-ton truck scales.—Frank M. Ward.

Natrona, Ill.—Charles Norrick, who has been employed at the Farmers elevator here for 10 years, has been made manager.

Viriden, Ill.—The Clemmons Grain & Feed Co. has redecorated its office.—Chet Klierim, with Langenberg Bros. Grain Co.

Forsyth, Ill.—Fire originating in the drier owned by Victor C. Dewein caused damage of considerable proportions on Oct. 11.

Block (Sidney p. o.), Ill.—The Federal Grain Co. has installed a Kewanee Truck Lift in its local elevator. Geo. Quick & Sons did the work.

Gardner, Ill.—A Kewanee All-Steel Truck Lift and Grate with steel butterfly has been installed in the local elevator of the Federal Grain Co.

Dahinda, Ill.—Verne Blust has bot at public auction the elevator here which he will wreck and use the lumber for improvements on his own property.

Leland, Ill.—We have just completed giving our elevator a general overhauling which puts it in first class shape again.—Edw. Farley, The Farley Grain Co.

Catlin, Ill.—The Catlin Grain Co. has made extensive improvements, including a new cob burner, re-arranging the machinery and putting in spouting.—Frank M. Ward.

Geneva, Ill.—A new Sprout-Waldron Corn Cracker and Grader has been installed in the plant of the Bennett Milling Co. Extensive repairs have also been made to the plant.

Allen (San Jose p. o.), Ill.—The Allen Farmers Elvtr. Co. is installing a 15-h.p. Fairbanks-Morse Engine. J. P. Watkins is manager.—Chet Klierim, with Langenberg Bros. Grain Co.

West Union, Ill.—In order to settle the B. F. Poorman estate, the Poorman Elevator and lots here were sold at executor's sale on Nov. 1, L. M. Bussell being the purchaser and the price \$3,500.

Dwight, Ill.—Installation of Kewanee Truck Lifts with steel grates and butterflies has been completed in the concrete and the main elevators of the Farmers Elvtr. Co., being operated here by the Federal Grain Co.

Watkins Siding (Fithian p. o.), Ill.—The Gruessing Grain Co., with head offices at Royal, Ill., has improved the elevator which it recently purchased from H. S. Johnston by installing truck dumps and erecting a corn crib.—Frank M. Ward.

Buckley, Ill.—The Buckley Farmers Grain Co. has had all its weighing machinery put into good shape by the Fairbanks Service Truck. It is also installing Kewanee Air Lift Dumps.—Geo. J. Betzelberger, with Fairbanks Service Truck No. 6.

Grayville, Ill.—D. T. Woodward bot the grain elevator of R. S. Prunty & Co., local bankrupt grain company, for \$7,325 at public sale Nov. 5. Included in the sale were eight lots east of the Illinois Central Railroad, the elevator building and equipment and a warehouse.

Natrona, Ill.—The Natrona Farmers Grain & Coal Co. is rebuilding its north elevator and installing Kewanee Air Lift Dumps, also having Fairbanks Service Truck No. 6 take out the 4-ton wagon scale and install a 10-ton Fairbanks Scale.—Geo. J. Betzelberger.

Yorkville, Ill.—An extension has been built on the elevator driveway of the Farmers Elvtr. Co. and the Kewanee Truck Lift reset. The steel grate has been lengthened to accommodate the increased length of trucks now being used by the farmers.—F. E. Buckley, mgr.

Burgess, Ill.—We have discontinued our plant at Burgess on account of the electric railway ceasing operations. Our headquarters are now at Alexis, Ill.—E. J. Pearson, mgr., Roberts & Pearson Grain Co. [Roberts & Pearson bot R. P. Miner's elevator at Alexis, as reported in the Oct. 10 Journal.]

Casner, Ill.—Three men broke into the Casner office of the LaPlace Co-op. Grain Co. early Sunday morning, Nov. 10, and were captured shortly after when their car broke down. The stolen property, which was found hidden along the road, included a typewriter, a check protector and a revolver.

Aurora, Ill.—S. A. Steck & Co. have just completed construction of six cement coal silos 14 ft. in diameter and 50 ft. high, and 5 concrete block coal sheds. Coal handling equipment has also been installed, which enables them to unload a car of coal in approximately two hours.—Mrs. S. A. Steck.

Peoria, Ill.—Herbert Fox on Oct. 30 completed 41 years of service as inspector for the Board of Trade of this city, and in celebration of the event the board suspended trading long enough on that day to present Mr. Fox with 41 roses, with appropriate remarks from P. B. Miles, veteran member of the board.

Moweaqua, Ill.—Tom Leach, who has been manager of the Moweaqua Grain Co.'s elevator at this place, is now manager of the Evans Grain Co.'s elevator at Cisco. Frank Compton succeeds him at the local elevator. Both of these elevators are controlled by Frank Evans of Decatur who owns a line of elevators.

Somonauk, Ill.—The Farmers Elvtr. Co. has completed installation of two new waterproof concrete pits in its driveway. The old Kewanee Truck Lift and Grate were reset. A magnetic separator has been put on the Bauer Hammer Mill and a new Bauer Ear Corn Crusher has been put in.—Albert Dienlauler, mgr.

Springfield, Ill.—Allan Moore has been appointed wheat buyer for the Pillsbury Flour Mills Co.'s new mill here, one unit of which is expected to be in operation by the first of the year. Mr. Moore has been assistant to Dewey Walter, in charge of winter wheat buying in the Southwest for the Pillsbury company.

Mason City, Ill.—The report regarding my purchasing the J. A. McCreery & Sons elevator here is true. I took charge May 25, 1929. Have since installed a Kewanee Air Truck Lift, new bucket belts and buckets. Have also built an ear corn crib adjoining the elevator. The capacity of the elevator is 20,000 bus. and the crib 3,000 bus. Am located on the C. & A. R. R.—W. F. Allison & Sons.

Geneseo, Ill.—We have installed a new Western Corn Sheller with large capacity. We contemplate adding a feed mixer to our equipment in the spring.—F. F. Guild, J. J. Guild & Son.

Kewanee, Ill.—We are installing an oat huller and an oat hull packer. Two new Fairbanks-Morse Inclosed Motors, a 10 and a 15 h.p., have been put in to operate these. A frame, iron-clad, 26x14 ft. addition is being built on the south side of our elevator to accommodate part of the new machinery and to provide additional storage space for sacked products.—F. R. Martin, Kewanee Farmers Co-op. Co.

Stonington, Ill.—Irvin Larrick, who has been manager for the Willey Farmers Grain Co., at Willey (Taylorville p. o.), Ill. has been transferred to the south office of the Stonington Elvtr. Co. at this point. The Stonington Elvtr. Co. bot the Willey plant last July [as reported in the Sept. 25 Journal] and operate it with the two elevators at Stonington under lease from Hight & Cline and the Farmers Grain Co. T. H. Gaynor is in charge at the Willey office.—I. W. Larrick.

Mattoon, Ill.—W. E. Orndorff is just completing his new plant on the Big Four R. R. here, and will have all the equipment in operation by the time the new corn starts moving. he said on a recent visit at Chicago with George E. Booth of Lamson Bros. & Co. This new plant replaces the fire-damaged properties of the old Mid-West Mill & Elevator Co., which stood here some few years ago. The entire plant is covered with asbestos, so that the building stands out as a monument, and is visible from the countryside for miles around.

Hillsboro, Ill.—The Barnstable Feed & Supply Co., Inc., incorporated; capital stock, \$100,000; officers: Pres., C. W. Barnstable; vice-pres., R. H. Schaper; sec'y-treas., Frank Ware. This company is a consolidation of Ware & Barnstable, of Litchfield and Hillsboro, and Barnstable & Schaper, of Pana, Nokomis, Taylorville and Assumption. Roy Schaper will be manager at Pana; C. W. Barnstable, at Nokomis; Frank Ware, at Hillsboro; Edward Barnstable, at Taylorville, and Emery Jayne, at Assumption. H. H. Whitten will be general service man.

Hartsburg, Ill.—The Hartsburg Grain, Coal & Lumber Co. has installed new loading out scales and new spouting, has painted its elevator, is building a new warehouse and has had its truck scales put in good shape by the Fairbanks Test Truck No. 6. Lester Fielding, who has been manager of the company for the past six years and who has also assisted Harry Heiser in farmer elevator auditing whenever the local company could spare him, has again been re-employed as supervisory manager. George Shirley, pres. of the company, will act as manager during Mr. Fielding's absence.—Geo. J. Betzelberger, with Fairbanks Service Truck No. 6.

Sheldon, Ill.—A very enjoyable district meeting of grain men was held here on Nov. 11, the local grain dealers, the J. C. Shaffer Grain Co., the W. L. Smith Grain Co., Beach, Wickham & Co., the Cleveland Grain Co. and Ben Bishopp, entertaining the Indiana-Illinois grain men. A banquet was served in the high school gym at 7 o'clock. A memorial was read by the toastmaster, L. L. Hootman, in memory of deceased grain men, George Brainard and L. T. Hutchins, both of Sheldon; E. H. Ellinger, grain inspector at Kankakee; H. Lambert, of Beaverville, and Charley Riley, former sec'y of the Indiana Grain Dealers Ass'n, all of whom have passed away during the last year. Sec'y Culbertson, of the Illinois Grain Dealers Ass'n, and Sec'y Sale, of the Indiana Grain Dealers Ass'n, conducted the business session.

Ashton, Ill.—O. C. Baker plans rebuilding his elevator and feed mill that burned on Oct. 27. Most of the feed was saved and it is thought that the machinery was not badly damaged. A small amount of insurance was carried. The fire started at 1:15 o'clock Sunday afternoon and many attribute the cause to a freight train that passed thru 20 minutes before the fire broke out and which was shooting out sparks as it passed. The elevator was erected in the late '70's by Henry Blandchard and for many years the business was conducted by the late John M. Trostle. Mr. Baker installed the feed mill several years ago. The plant was known as the Monarch Mills and the business was managed by August Oesterheld. Mr. Baker writes: "Partial loss at my mill; being rebuilt by R. S. Hagerty; installing blower and mixer. Insurance, \$4,500."

Mendota, Ill.—Improvements made during the recent overhauling of the local elevator of Federal Grain Elvtrs., Inc., included installation of a rebuilt Hess Outside Drier; construction of a 24x60 ft. feed warehouse and grinding room; installation of a Gruender Hammer Mill with direct connected 60-h.p. motor and a Dings Magnetic Separator, a Eureka Horizontal Batch Mixer with capacity for handling a ton at a time, and a 10-h.p. G. E. Motor.

CHICAGO NOTES.

Wm. G. Harson has been suspended from the privileges of membership in the Board of Trade.

A. L. Somers has been suspended from the privilege of membership in the Board of Trade for insolvency.

Edwin C. Day, for many years a grain operator on the Board of Trade, died from pneumonia at his home in Evanston on Nov. 21 at the age of 75 years. He was a resident of Chicago for 60 years. His widow, one son and two daughters survive him.

The new Board of Trade rule on delivery of grain in cars on sales for future delivery (given in full on page 598 of the last number of the Journal) has been posted for ballot on Dec. 2. If adopted it will become effective on contracts for delivery after Aug. 1, 1930.

A petition to change the rule so that members only would be eligible to man the order telephones was denied by the directors of the Board of Trade, as was also a petition to change regulations so that only members would be allowed on the trading floor.

The Board of Trade and the Stock Exchange have buried the hatchet and have come to an agreement whereby there are now no dual listings on the two exchanges, and members of one organization who also hold seats on the other may now deal in stocks on either.

John G. Walters, a member of the Board of Trade for 35 years, died in the Presbyterian Hospital on Nov. 13 after a brief illness at the age of 71 years. He entered the employ of the grain commission house of L. Everingham & Co. in 1886, later becoming a partner in Walters & Jordan, afterwards buying the interest of his partner and being pres. of Walters Bros. until 1922. He retired in 1926. He is survived by his widow and three daughters.

The membership of Harry S. Klein of the cash grain department of Bartlett Frazier Co. has been registered for the firm's new stock-clearing subsidiary known as W. E. Hudson & Co. This latter co-partnership was recently formed by seven Board of Trade members who are members of the Bartlett Frazier Co. and are: William E. Hudson, James W. McCulloh, Edward S. Westbrook, Fred T. Bascom, Harry S. Klein, Bernard W. Snow and Harry B. Godfrey.

The drum and bugle corps of Chicago Board of Trade Post No. 304, American Legion, which has been active in welfare and relief work among veterans since the post was organized, was assigned the honor of sounding "taps" as Chicago observed the eleventh anniversary of Armistice Day this year in Soldier Field. A packed stadium heard the corps' farewell to the dead. In it were seated Vice-Pres. Charles Curtis, Gov. Louis L. Emmerson, United States Senator Otis F. Glenn, Attorney-General Oscar Carlstrom and Judge Michael Feinberg, exalted ruler of Chicago Elks, under whose auspices the memorial was given. Harry Ewert, service officer since the post was founded, already is preparing for the next public appearance of the corps in an annual after-Christmas show at the Speedway Hospital. Ewert has had an active hand in distributing relief among needy families of veterans who are incapacitated. Much of the work has been made possible by contributions from older members of the Chicago Board of Trade who are ineligible to membership in the Legion.

INDIANA

Swayzee, Ind.—The Swayzee Grain Co. has recently added some coal sheds to its property.

Milltown, Ind.—Robert Baker has sold his interest in the Milltown Milling Co. to the other members of the firm, Guy Longest and Charles Rothrock.

Morristown, Ind.—I am still interested in the elevators at Morristown and at Glenwood, Ind.—Guild Grain Co., M. D. Guild. [The Guild Grain Co.'s elevator at Fairland, Ind., was acquired by J. M. Hanna, as reported in the Oct. 10 Journal.]

Terre Haute, Ind.—Terre Haute Elvtr. Co-op. Elvtr. Co. incorporated; capital stock, \$10,000.

South Whitley, Ind.—The new elevator of the Farmers Mill & Elvtr. Co. (details of which appeared in the Sept. 25 Journal), built to replace the house that burned recently, is almost completed and expects to be receiving grain by the middle of December.

Berne, Ind.—The new manager of the Berne Equity Exchange Co. is Victor Stuckey, of Chattanooga, O., who succeeds Amos W. Snyder, manager for the last 10 years, who resigned recently to take the management of the newly formed Hoosier Grain & Supply Co., Inc. (See Bluffton, Ind., this number), successor to the Studebaker Grain & Seed Co.

Churubusco, Ind.—Jacob Kline, who has been manager of the Denver, Ind., plant of the Mayer Grain Co. for some time, has been made manager of the company's plant at this point, succeeding G. T. Keller, who has been transferred to South Whitley and who will hereafter have charge of the mechanical department for the line of elevators owned by the Mayer Grain Co.

Bluffton, Ind.—The Hoosier Grain & Supply Co., Inc., incorporated; capital stock, 400 shares having a par value of \$100 each, preferred, and 600 shares having no par value, common; incorporators: Albert B. Cline, Lloyd M. Cline, Orin D. Garrett and Peter S. Howard; objects, to buy, own, sell, lease, construct, operate and maintain grain elevators. Ben Levy, with the former Studebaker Grain & Seed Co., writes: "The Studebaker Grain & Seed Co. has discontinued operating and the buildings have been leased to the Hoosier Grain & Supply Co. which will operate at Bluffton, Van Buren, Greentown, Keystone and Yoder under the management of A. W. Snyder. The new concern will deal in grain, seed, hay, feed, coal and building material. It will continue operating the transit house and drier at Bluffton." Albert B. Cline of the new company was the pres. of the former Studebaker Grain & Seed Co.

INDIANAPOLIS LETTER.

The dates for the 29th annual convention of the Indiana Grain Dealers Ass'n have been fixed by the board of managers as Jan. 23 and 24, which dates fall on Thursday and Friday. The convention will be held at the Board of Trade library.

The Central States Soft Wheat Growers Ass'n, Inc., sometimes called the Wheat Pool, will hereafter be known as the Central States Grain Ass'n, Inc., having broadened its activities to include all kinds of grain, and its subsidiary, formerly known as the Central States Grain Co-op. Ass'n, Inc., will be changed to the Middle States Grain Co-op. Ass'n, Inc.

A series of grain meetings under the auspices of the Indiana Grain Dealers Ass'n are being held over the state. A meeting was held at Vincennes on Nov. 8; at Sheldon, Ill. (a joint meeting), Nov. 11; at Frankfort, Nov. 12; at Longansport, Nov. 15; at Anderson, Nov. 21, and one is scheduled for Kokomo, Nov. 25, at the Courtland Hotel at 7:30 p. m. These meetings proved to be very interesting and the attendance was remarkably good. Topics discussed included the corn crop outlook, soy beans and the co-operative movement.

IOWA

Galt, Ia.—A hammer mill has been installed by the W. E. Burt Grain Co.

Farlin, Ia.—The Farmers Elvtr. Co. is doing some remodeling and repairing to its elevator.

Early, Ia.—The Early Farmers Elvtr. Co. has renewed its corporate charter for another 20 years.

Red Oak, Ia.—It has been incorrectly reported that Omar Adair has built a new elevator at this point.

Sloan, Ia.—On Nov. 5 the plant of the Farmers Cereal Co. was slightly damaged by fire of electrical cause.

Plymouth, Ia.—C. A. Molsberry has been appointed manager of the Plymouth Farmers Elvtr. Co.'s elevator to succeed J. A. Sutton.

Adel, Ia.—The Evans Grain & Coal Co. has just recently re-covered the roof of its office and driveway.—Art Torkelson, with Lamson Bros. & Co.

Lytton, Ia.—The Lytton Grain Co. has erected an addition to the west side of its elevator building, 18x28 feet, to be used for the feed department.

Storm Lake, Ia.—A new two-story brick office building is under erection here by the Farmers Co-op. Elvtr. Co. It will be used for sales rooms as well as for offices.

Ridgeway, Ia.—Thieves broke into the Winnishiek County Equity Co-op. Ass'n's elevator on Nov. 1, carried away the safe, found later on a farm, forced it open and took what money was in it, about \$40 or more.

Carnes (Alton p. o.), Ia.—The Carnes division of the Alton Farmers Mutual Co-op. Co. recently installed a new truck dump, oat huller, engine and other machinery, after remodeling its elevator at a cost of about \$5,000.

Cornell, Ia.—The Cornell Elvtr. & Lumber Co.'s scales broke recently when a loaded truck drove on them. The truck was not damaged but the scales will have to be replaced. Larger scales that will take care of the largest trucks will be installed.

Cylinder, Ia.—Frank O'Halloran, a grain and livestock buyer at this point for 32 years, died at his home in Emmetsburg on Nov. 19. At one time he owned an elevator, which he sold about 16 years ago. He is survived by his widow, a son and a daughter.

New London, Ia.—Our elevator that was destroyed by fire on Aug. 22 we are now having rebuilt by the Younglove Const. Co. and expect it will be completed about Dec. 1. The elevator will be equipped with a feed grinder, oat huller and feed mixer.—New London Farmers Elvtr. Co.

Sioux City, Ia.—The office of the Nelson Grain Co. is to be taken over by Beach & Pierce on Dec. 1. The Nelson Grain Co. has been operating the Beach, Wickham & Co. wire. The present manager, Mr. Holmes, who has been in charge for some time, will continue in that capacity.

Toronto, Ia.—The F. Mueller & Son Grain Co., which bot the August Willert grain and coal business here last summer, as reported in the Aug. 10 Journal, has had two gangs of carpenters busy for a month on the elevator and sheds and has expended about \$5,000 in improvements and repairs. Besides grain the company will handle coal, cement, feed and seed of all kinds.

Ayrshire, Ia.—At 10 p. m. Nov. 8 the Farmers Elvtr. Co.'s elevator burned. At the time it contained 15,000 bus. of oats and 300 bus. of corn. The elevator, which was of outside steel construction, was insured for \$20,000 and it is estimated the loss will run in the neighborhood of \$35,000. The Emmetsburg fire department was called but was unable to save the structure. Will Martin was the manager.—Art Torkelson.

Auburn, Ia.—Regarding the recent fire at the Wernimont Bros. elevator (reported in the Oct. 10 Journal), at 9:30 in the morning a fuse had burned out that was protecting the motor that ran the oat huller. The motor was examined and seemed to be O.K. It was checked up again in the afternoon and still seemed to be all right, but at 8:30 that evening the part of the warehouse building attached to the elevator where the huller was situated was found to be on fire. The fire department put out the blaze before it had gained much headway but some damage was caused by water to the stored feed.

Mediapolis, Ia.—In regard to my recent fire [reported in the last number of the Journal], the cause is unknown, but believe it started either from the flue, sparks from a thru train, or spontaneous combustion. I had insurance enough to take care of the grain and feed but will have about \$7,000 or \$8,000 loss on building and equipment. I do not think I will rebuild, not before spring at least. The city council has refused permit to build on the old site as it was right on main street in town. I have another site two blocks from the present one where another mill burned four years ago, but it is not as desirable a location as I handle a great deal of livestock and my old location was within talking distance of the stock yards. I am going to handle ear corn this winter by putting up a blower car loader. Can also handle other small grain if it comes in pretty good sized bunches. If no one else puts up an elevator by spring, I will then build a three-story warehouse to take care of the feed, seed and coal trade and what grain I can handle with the blower loader. That way I will have my office where I always had it and can take care of my stock, farming and feeding operations as before. This elevator was known as a farmers' elevator but was owned by myself.—The Farmers Supply Co., by Elta Archer.

Thompson, Ia.—The Farmers Elvtr. Co. recently installed a radio as a means of receiving market reports.

KANSAS

Bird City, Kan.—Anderson & Bacon have just completed a bean elevator at this point.

Coolidge, Kan.—The C. C. Isely Lumber Co. of Dodge City, Kan., has just completed a new, up-to-date plant here.

Wichita, Kan.—F. A. Tutt is the new office manager of the Carroll Grain Co., which is located in the Wheeler-Kelly-Hagney Building.

Sylvan Grove, Kan.—The office stove in the elevator of the Farmers Co-op. Elvtr. Co. was the cause of slight damage being done to the elevator on Nov. 5.

Ellsworth, Kan.—C. W. Hamilton, receiver for the Farmers Elvtr. Co.'s elevator here, is quoted as saying "that he will liquidate all the assets as quickly as possible."

Clifton, Kan.—The property known locally as the Caywood Elevator was recently bot by the Clifton Grain Co., J. A. Gifford, manager, and put into shape to receive grain.

Sterling, Kan.—Concrete was being poured for the Arnold Milling Co.'s new 150,000-bu. elevator (reported as being under construction in the Oct. 10 Journal) before the middle of November.

Clay Center, Kan.—E. A. Nelson, manager of the Williamson Milling Co.'s plant (which includes an elevator) here for the past nine years, resigned, effective Nov. 1, to go into the insurance business at Eau Claire, Wis.

Salina, Kan.—The Bailey & Gray Grain Co. is the successor of the John Hayes Grain Co., Paul Bailey, formerly with the latter company, and Newton Gray, formerly with the Art Hoffman Grain Co., having taken over the Hayes company.

Seneca, Kan.—Ambrose Koelzer has bot the interest of his father, Henry Koelzer, in the White Elevator, as it is known locally. Paul Koelzer, part owner, retains his interest, and the business will continue to operate as the Koelzer Grain Co.

Sanford, Kan.—U. J. Warren, who last summer bot the Sam Arnold elevator at this point, as reported in the July 25 Journal, has moved to Larned, Kan., where he has engaged in the real estate business, making a specialty of western wheat land and livestock ranches.

Lenora, Kan.—T. K. Cole, former mayor of Shambaugh, Ia., also formerly connected with the Shambaugh Mill & Elvtr. Co. of that place, has leased C. F. Goodman's mill here for five years. Mr. Cole is an experienced miller, as is also his son, who may join him later in the business.

Scranton, Kan.—F. E. Michael's elevator burned shortly after midnight on Oct. 25, the fire having gained so much headway before discovered that the house could not be saved. The loss was estimated at \$5,000. This is said to be the third elevator that Mr. Michaels has lost by fire.

Millard (Hoisington p. o.), Kan.—A new 10,000-bu. elevator is under construction here for Henry Wilhelm to replace his former tile elevator which recently collapsed under load. The new house will have four main bins, with a shed driveway, and the equipment from the old elevator will be installed in the new one. The Star Engineering Co. has the contract.

KENTUCKY

Louisville, Ky.—The Vaughn Milling Co., said to be a consolidation of plants located in Hustonville, Ky., and West Point, Miss., will operate a 200-barrel flour mill here.

Cynthiana, Ky.—J. Omar Smith, manager of the Cynthiana granaries of Igleheart Bros., Inc., recently underwent an operation in an Evansville, Ind., hospital, from which he is now recovering.

J. R. HAROLD GRAIN CO.

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LOUISIANA

Lake Charles, La.—The Lake Charles Milling Co. recently increased its capital stock from \$300,000 to \$500,000, and is reported to be planning expansion.—P. J. P.

MARYLAND

Baltimore, Md.—Robert J. Fields, local representative of the Bartlett Frazier Co., of Chicago, is back in harness again, having recovered from his recent attack of grippe.

Baltimore, Md.—Gray Silver, pres. of the Eastern Grain Growers Ass'n, has recovered from the automobile accident sustained in October. He has joined the Chamber of Commerce.

Baltimore, Md.—Robert G. Humphreys, traveling representative of George E. Morrison & Co., grain and hay merchants of this city, has taken an enforced short vacation, due to illness.

MICHIGAN

Coopersville, Mich.—Coopersville Co-op. Ass'n is installing a cold process molasses mixer.

Akron, Mich.—Wallace & Morley sustained windstorm damages of considerable proportions on Oct. 29.

Chelsea, Mich.—Contract has been let for providing copper cable lightning rod protection for the Chelsea Milling Co. plant.

Sandusky, Mich.—A fire in a pile of bags in the plant of the Saginaw Milling Co. resulted in a slight damage loss on Oct. 28.

Onsted, Mich.—H. E. Branch's elevator is being provided with copper cable lightning rod protection, the Hicks Co. having the contract.

Willis, Mich.—Copper cable lightning rod protection will be installed at Gorton & Wright's local elevator. The Hicks Co. secured the contract.

Battle Creek, Mich.—The Transit Warehouse Corp. incorporated; capital stock, \$8,000,000; to carry on a warehouse business and operate elevators.

Hudsonville, Mich.—Dick E. Smallegan, former manager of the Farmers Co-op. Elvtr. Co.'s elevators here, at Jamestown and at Vriesland, resigned recently.

Melvin, Mich.—The Kerr Grain & Hay Co.'s new elevator, mentioned in the Oct. 10 Journal, is about completed. The machinery has been ordered and is expected to arrive any day, and it will not be long until the elevator is in operation.

Linden, Mich.—Wallace Bros. have bot the Price elevator here, reported in the Oct. 25 Journal as having been turned over to the receiver of the defunct Bank of Linden, in connection with a loan on the elevator to the Prices by the bank.

Monroe, Mich.—The Amendt Milling Co. is discontinuing its steam power and installing fully enclosed, self-ventilating motors to operate the mill. A new hammer mill is also being installed. This will be provided with a Dings Magnetic Separator to eliminate tramp iron.

Mason, Mich.—The Mason Elvtr. Co. is installing a Eureka Molasses Feed Mixing plant and has constructed an 8,000-gallon concrete tank in the basement of the mill so as to be able to buy molasses in carload lots. An additional 20-h.p. motor will be installed to operate this equipment.

Duffield (Swartz Creek p. o.), Mich.—Clare Holmes, who operated the Isbell-Brown Elvtr. at Durand last season under lease, is building a bean receiving warehouse here. Equipment will consist of a ball-bearing cleaner operated by a 12-h.p. I. H. gasoline engine. A feed mill may be installed later.

Adrian, Mich.—The Cutler Dickerson Co. is installing a hammer mill direct connected to a 60-h.p. Fairbanks-Morse Motor. This will replace the smaller of the two attrition mills. The company is also installing a cold process molasses mixer. The hammer mill has a built-in magnetic separator to remove tramp iron.

Vestaburg, Mich.—The Michigan Bean Co. is installing a 25-h.p. motor in its plant to replace the oil engine which has been used for grinding feed. This motor will be enclosed in fire resistive enclosure built of asbestos lumber and concrete. All of the other motors in the plant which were installed last year are of the fully enclosed, self-ventilated type.

Ovid, Mich.—E. C. Smith is installing two 1½-h.p. fully enclosed self-ventilated ball-bearing motors in his West Elevator. These motors will be controlled by automatic switches providing low voltage and overload protection.

Jones, Mich.—The Jones Co-op. Ass'n is installing a Jay Bee Hammer Mill direct connected to a 30-h.p. motor. Mill is equipped with a built-in magnetic separator to take the iron out of the feed. This mill replaces one of the small farm type of hammer mills which was found to be not large enough to accommodate the increased feed grinding trade.

Memphis, Mich.—The Memphis Co-op. Elvtr. Co. was one of ten business places, here and at Capac, that were the victims of thieves early in the morning of Nov. 20. Entrance was gained to the elevator office by prying off a door at the rear. An unlocked safe was opened, the robbers failed to get anything, and took the door of the safe along with them.

Stockbridge, Mich.—Only one elevator is operating at this station. J. P. Oik, who formerly owned an elevator at Fenton, purchased the Stockbridge Elvtr. Co. plant here about a year ago. The electric wiring in the plant is now being overhauled, placing all of it in conduit, and the motors are being equipped with automatic starters, providing low voltage and overload protection.

Romeo, Mich.—The Knust Milling & Elvtr. Co., which lost a mill and elevator by fire here two years ago, has rebuilt an elevator and feed mill, construction being entirely of metal and concrete. The frame of the building is of steel welded and riveted together. Iron-cladding is applied directly to the steel frames on the sides and roof. Floors are of reinforced concrete. Practically the only wood in the plant is found in the two cleaners and a short stairway to the basement. Equipment consists of a hammer mill equipped with a built-in magnetic separator and connected directly to a 50-h.p. Fairbanks Morse Motor. A cold process molasses mixer is being installed along with a corn sheller and two cleaners.

Brown City, Mich.—Abel S. Detweiler, vice-pres. and treas. of the Eureka Elvtr. Co. and who has been a resident of this city for 25 years, died at his home here on Nov. 14, after an illness of five weeks, at the age of 78 years. He was well known thruout the community and respected by all who knew him, being a man of unquestioned integrity. Mr. Detweiler became connected with the Eureka Milling & Elvtr. Co. first as a miller, and in 1912 became a member of the firm. Later he was the proprietor of the Brown City Coal & Supply Co., which a few months ago united with the Brown City Feed Exchange, and the new company is now operating as the Eureka Elvtr. Co., as reported in the Oct. 10 Journal. Mr. Detweiler is survived by his widow and three daughters.

MINNESOTA

Lakefield, Minn.—A new 15-ton scale has been installed and his office enlarged by E. P. Allison.

Brewster, Minn.—New head drives and a dump have been installed at the elevator of the Farmers Elvtr. Co. here.

Atwater, Minn.—The Farmers Co-op. Elvtr. Co. is considering the advisability of erecting a bulk gasoline and oil station.

Lismore, Minn.—The E. A. Brown Co., of Laverne, Minn., recently bot the Gregg elevator at this point and added new scales and dump.

Lansing, Minn.—New buckets and a new boot have been installed and repairs have been made at the Farmers Elvtr. Co.'s elevator recently.

Crookston, Minn.—The Crookston Milling Co.'s new 100,000-bu. elevator is almost ready for operation. The plant's former capacity was 70,000 bus.

Mankato, Minn.—The offices of the Hubbard & Palmer Elvtr. Co. are being moved from the location occupied for about 40 years to South Front Street.

Le Sueur, Minn.—The local elevator of the R. E. Jones Co. (headquarters at Wabasha, Minn.) burned on Nov. 14; loss, \$45,000; the elevator contained 30,000 bus. of grain at the time.

Arlington, Minn.—Daniel Sweeney, veteran grain dealer of this place, died Nov. 13 in Minneapolis. He had been active in local affairs for many years. He is survived by his widow and nine children.

Hardwick, Minn.—The Farmers Elvtr. Co. recently installed a new 15-ton scale.

Eyota, Minn.—E. E. Lietz is replacing his elevator and feed mill that burned in October with a new concrete elevator, construction of which has already begun. The new building will be 80x60 feet.

Duluth, Minn.—Have changed name from Harbison Com. Co. to Harbison Grain Co. and have incorporated. Will carry on same line of business as formerly.—Harbison Grain Co., G. P. Harbison, pres.

Lake Benton, Minn.—Among the recent improvements made at the Farmers Elvtr. Co.'s elevator was the installation of a large scale and other new machinery, the addition of a feed mill house and the doors made higher and wider.

Duluth, Minn.—Among recent new applicants for membership in the Board of Trade is Ole Serungard of Devils Lake, N. D., pres. of the Farmers Grain Co.; H. T. Watson on transfer from J. H. Riheldaffer, and Paul C. Rutherford, vice-pres. Van Dusen-Harrington Co., Minneapolis.

Tyler, Minn.—The Tyler Co-op. Co.'s new 20,000-bu. iron-clad elevator (details of which were given in the Sept. 25 Journal), which replaces the house that burned late in August, was erected in a little over two weeks. The sills were laid on Oct. 17 and the elevator was ready to open for business on Nov. 2.

MINNEAPOLIS LETTER.

The Smith Mill & Elvtr. Co. recently installed a Jacobson Hammer Mill with a 50-h.p. motor.

Cecil Taylor of the Sheffield Elvtr. Co.'s Duluth office has been appointed temporarily to the position formerly held by Stephen L. Cobb, deceased, as manager of the Minneapolis office.

A claim against T. H. Hagen's membership in the Chamber of Commerce is said to have been filed by Charles E. Lewis & Co., who have requested that the membership be sold to satisfy the indebtedness.

Recent new members of the Chamber of Commerce include Fernand Level of Louis Dreyfus & Co., New York, grain exporters, and Ole Serungard, vice-pres. and mgr. of the Farmers Grain Co. of Devils Lake, N. D.

The Fleischmann Malting Co., Clarence W. Johnson, manager, is erecting reinforced concrete grain storage tanks, having a total capacity of 500,000 bus., at 17th Avenue N. E. and Second Street. The James H. Brown Co. has the contract.

George McGregor, formerly a member of the grain and feed firm of John McGregor & Co., died at his home in this city on Nov. 19, at the age of 73 years. He had been a resident of Minneapolis for 50 years. His widow, two sons and two daughters survive him.

John C. Miller, a former grain and feed man connected with the trade of this city, was drowned recently in Lake Waconda, near Willmar, Minn. His body and also that of a friend who was with him were found after the lake had been dragged for several days.

The retirement of C. M. Boyce as district manager of the Western Weighing & Inspection Buro, this city, has been announced. Mr. Boyce has been with the buro since its formation in 1887, and he came to Minneapolis in 1912. His successor is L. M. Allen, who has been with the buro for 36 years and was transferred from Minneapolis, where he had been chief clerk, to Omaha when Mr. Boyce came to Minneapolis. He now returns from Omaha to this city.

Stephen L. Cobb, for 20 years manager, sec'y and treas. of the Sheffield Elvtr. Co., this city, died at his residence at Hopkins, Minn., Nov. 11, at the age of 49 years. Mr. Cobb was born Feb. 4, 1880, at Hastings, Minn., where he was educated in the grade and high school. In 1900 he came to Minneapolis to work for his uncle's firm of L. A. Cobb & Son. He began work as a grain sampler and was finally in charge of the elevator work. He left this firm in 1907 and for two years was out of the grain business. In 1909, however, he returned and became manager of the Sheffield Elvtr. Co., of which B. B. Sheffield was pres. This company in 1909 was one of the smaller terminal elevator companies but thru Mr. Cobb's wisdom, energy and ability the company grew steadily. Mr. Cobb's genial personality won him a host of friends both within and outside of the trade. He was also greatly interested in the work of the church and was a member of his local school board.

David Levine is now the Minneapolis representative of the Continental Grain Co. of New York City.

MISSOURI

Mountain View, Mo.—James O. Williams, miller at this point, has filed a petition in bankruptcy; liabilities, \$5,789, of which only \$3,145 are secured; assets, \$2,032.

St. Louis, Mo.—Frederick Hattersley, one of the oldest members of the Merchants Exchange and former flour broker, died recently from bronchial pneumonia at the age of 83 years.

St. Louis, Mo.—Frank B. Waddock has become connected with the Seele Bros. Grain Co. in the wheat department. Since the death of Fred W. Seele, pres. of the company, his two brothers, Eugene W. and Edward C., together with M. R. Parrott, who has been with the company for many years, have been carrying on the business as heretofore. The company operates the Western Elevator.

MONTANA

Forsyth, Mont.—An electric motor has replaced gas engine power in the elevator of the Aetna Grain Co.

Tiber, Mont.—Elevators of the St. Anthony & Dakota Elvtr. Co. at this point, at Kremlin, Cut Bank, Chester, Gildford, Rudyard and Wagner are being repaired.

Harlem, Mont.—The Imperial Elvtr. Co.'s elevator here burned late in October; loss, total; covered by insurance. The elevator contained about 12,000 bus. of grain at the time of the fire.

Rosebud, Mont.—Cecil F. Ameck is the manager of the Aetna Grain Co.'s elevator, recently acquired from Snell Bros., as reported in the last number of the Journal. It is the only elevator in Rosebud and is located on the Northern Pacific Railroad.

Great Falls, Mont.—A. B. Searle, for the past nine years sales manager for the Royal Milling Co., has resigned, effective Jan. 1. He has no definite plans for the future. W. G. Kirkpatrick, general superintendent for over 10 years of the Rocky Mountain Elvtr. Co., also of this city, has resigned, effective Dec. 1, and will look after his oil interests in this part of the state. Both of these companies are subsidiaries of General Mills, Inc., with which they were consolidated over a year ago.

NEBRASKA

Stromsburg, Neb.—The Farmers Grain Ass'n has installed a ball-bearing suction fan.

Butte, Neb.—Sherman Meland of Spalding, Neb., has purchased the flour mill at this point.

Geneva, Neb.—The Koehler Co. is installing some new equipment and remodeling two elevator legs.

Nehawka, Neb.—The Farmers Elvtr. Co. recently installed a new boot, spouting and other equipment.

Gordon, Neb.—The Slack Grain & Stock Co., incorporated; capital stock, \$25,000; incorporators: M. E. and J. L. Slack.

Blue Springs, Neb.—Fred Davis is the new manager of the Farmers Grain, Coal & Lumber Co., succeeding Gilbert Sandritter.

Beatrice, Neb.—The Pease Grain, Feed & Coal Co.'s coal department has been purchased by the Consolidated Cash Coal Co. of Omaha.

Beatrice, Neb.—Edward LePoidevin, a farmer about eight miles from this city, is building an up-to-date elevator of 6,000 bus. capacity on his farm.

Holbrook, Neb.—A 20x24 foot addition is being built by the Farmers Elvtr. Ass'n to its house here, the new part to be used for storing feeds.

Finchville, Neb.—The Lexington Mill & Elvtr. Co. of Lexington, Neb., has leased the Finchville Elvtr. Co.'s elevator and placed N. C. Hamilton in charge.

Jessup (Royal p. o.), Neb.—The old Hering elevator here has been bot by Lloyd Serck who is wrecking it and using the material for building purposes on his farm.

Walton, Neb.—At the Farmers Union Co-op. Business Ass'n's elevator recently the motor (located in the cupola) that drove the elevator leg burned out but no damage was done to the elevator itself.

Exeter, Neb.—S. G. Manning, who has been manager of the Exeter Elvtr. Co.'s elevator for a number of years, has resigned on account of poor health and been succeeded by George Thomsen of Fairmont.

Hooper, Neb.—R. B. Wallace is reported by the post office department as having removed to Mondamin, Ia., altho last May he closed a deal for the Hooper Mill & Elvtr. here, as reported in the May 25 Journal.

Cornlea, Neb.—I am not working for the Farmers Grain & Lumber Co. at Cornlea, as that company has dissolved. I am now working at the Nye & Jenks Grain Co.'s elevator at this place.—Herman Luetkenhaus.

Omaha, Neb.—The Farmers Union Co-op. Elvtr. Federation of Omaha, Inc.; capital stock, \$100,000; backed by Arthur Stearn of Cowles, R. S. Iverson of Genoa, M. Witzenburg of Blue Springs, V. E. Seward of Ashland, and others.

Fullerton, Neb.—The Fullerton Elvtr. & Mill recently installed a new feed grinder driven by a 75-h.p. motor that will grind a ton and a half of grain in 20 minutes. It is equipped with a magnetic device for removing scrap iron from the grain.

Omaha, Neb.—At the annual election of the Grain Exchange, held on Nov. 13, J. A. Linderholm and C. D. Sturtevant were made directors to succeed E. P. Peck and W. J. Hynes, and W. T. Burns was re-elected a director. The new board of directors later chose Hugh A. Butler as president to succeed E. W. Taylor.

Naponee, Neb.—The Naponee Equity Exchange's elevator was sold at public sale on Oct. 26 and a new company was formed which will be known as the Naponee Elvtr. Co. I will have charge of the elevator this year for the new company.—H. M. Heinicke. [Mr. Heinicke was manager for the former Naponee Equity Exchange.]

Malmö, Neb.—I bot what was known as the Booth Grain Co. on Aug. 1, and am now carrying on the business under my name. Had some minor repair work done inside and put in a truck hoist. This elevator is in first class shape—only needs a coat of paint, which it will get soon. I used to be with the Herkimer Co-op. Stock & Grain Co., at Herkimer, Kan.—Edw. Hormann.

Paul, Neb.—The elevator at Paul, owned by A. B. Wilson of Nebraska City, was burned to the ground on Nov. 6, together with about 2,000 bus. of grain. The loss was adjusted and paid within five days by the Grain Dealers Fire Ins. Co. thru its Omaha branch office. The elevator formerly owned and operated by the Bartling Grain Co. has been purchased by me and the contract for rebuilding and refitting has been awarded to C. S. Mort. The elevator will be operated by a Fairbanks-Morse Totally Enclosed Motor, and a hoist dump and Fairbanks Truck Scale will be installed.—A. B. Wilson. [Another report is the fire was probably caused by defective stove arrangement.]

NEW ENGLAND

Boston, Mass.—Among the recent new members in the Grain & Flour Exchange is Edward R. Morris.

Boston, Mass.—A. S. Gurney Co. incorporated; capital stock, 500 shares of no par value; incorporators: Linus C. Coggin, pres.; Monroe J. Lorimer, treas. and clerk; to deal in grain, feed, flour and hay. The Gurney company is an affiliation of the C. M. Cox Co., with which Mr. Lorimer is connected.

NEW MEXICO

Portales, N. M.—The Farmers Co-op. Grain Ass'n has its new 22,000-bu. elevator completed and in operation.—Farmers Co-op. Grain Ass'n, M. B. Jones, mgr.

NEW YORK

Oswego, N. Y.—The plant of the Ontario Milling Co., Inc., was slightly damaged by fire on Nov. 14.

New York, N. Y.—The Produce Exchange has announced that the firm of Montford & Malone and Frank A. Montford, head of the firm, have been posted as not able to meet their obligations. The firm is solvent, however, but was caught in the recent market crash. Mr. Montford expects to continue in business after liquidation.

New York, N. Y.—The following are recent new members of the Produce Exchange: Charles Mills, P. McDermott, E. J. Lebkwicz, C. S. Worthington, Martin Weiss, V. J. Dwyer, G. W. Vanderhoef, Jr., James Wentz, H. A. Dessau, I. Usiskin, Frank Maguire. Among the new applicants for membership are Clarence S. Betts, E. C. Roberts, Jr., A. C. Elterich, William A. Kregloh, Jr., Jack H. O'Connor, James J. McLean, Jr.

NORTH DAKOTA

Kulm, N. D.—David Haag has succeeded B. T. Steen as manager of the Farmers Co-op. Co. here, Mr. Steen having left Kulm.

Minot, N. D.—The Quinn-Shepherdson Co., of Minneapolis, general grain business, has opened a branch office here at 204 First avenue.

Willow City, N. D.—J. F. Steiner, manager of the Farmers Elvtr. Co.'s elevator here for nearly 25 years, has bot C. G. Johnson's elevator.

Benedict, N. D.—We are all motorized. We have installed a 10-h.p. Fairbanks-Morse Motor and Hinckley Head Drive.—Alexander Harchanko.

Killdeer, N. D.—The exhaust pipe set fire to the walls of the elevator of the Killdeer Grain Co. but only slight damage was done, on Nov. 11.

New England, N. D.—Oliver Knudson, North Dakota Grain Storage Commissioner, has appointed C. J. Stark as grain inspector for the New England territory.

Dickey, N. D.—Repairs were recently made on the Powers Elvtr. Co.'s elevator here by the T. E. Ibberson Co. to get that elevator in operating condition with some new adjustment added.

Russell, N. D.—The Russell Farmers Elvtr. Co., incorporated as a co-operative organization; capital stock, \$20,000; incorporators: O. T. Strom, John H. Issendorf, Fred Wentlandt and William Schilling.

Stanley, N. D.—The Farmers Union Co-op. Elvtr. Co.'s new concrete 45,000-bu. elevator that replaces the house burned last August (details of which were given in the Sept. 25 Journal), is about ready to operate.

Ruso, N. D.—We bot the Schmidt-Gulack Elvtr. Co.'s elevator here and it is now called the Farmers Co-op. Elvtr. Co.'s elevator.—Eddie F. Zabel, mgr., Farmers Co-op. Elvtr. Co. [recently organized by farmers of the locality].

Grand Forks, N. D.—The Farmers Grain Dealers Co-op. Terminal Ass'n has been incorporated here for the purpose of launching a campaign for the establishment of a new terminal elevator here to have a capacity of 1,000,000 bus. Farmers, elevator men and grain producers are said to be in the move.

Fort Yates, N. D.—A grain house at a point 14 miles north of this city and which section is known locally as Germany, burned on the evening of Oct. 17 with a loss of about 5,000 bus. of wheat. Several boat loads of wheat had been removed during the last month or the loss would have been greater. The building was erected in 1915 by the Isaac P. Baker interests (Isaac P. Baker, pres. and mgr. of the Bismarck Elvtr. & Investment Co.), later being sold to a local farmers' organization.

Medberry, N. D.—The Farmers Union Elvtr. Co.'s main building burned on Nov. 12, during the afternoon, the fire starting while feed was being ground. At last report, the money loss had not been estimated, partly insured. The property destroyed consisted of the feed mill, 20,000 bus. of grain, coal and sheds. The house occupied by Thomas McDermott (who operates the elevator) and family was also badly damaged. Mr. McDermott will continue the business, using the old elevator for the present. Feed grinding was resumed within a day or two after the fire.

OHIO

Clinton, O.—Have installed new grinder and mixer.—Clinton Elvtr., H. D. Graber, owner.

Ft. Jennings, O.—Raabe Bros. have recently added to their equipment a No. 1 motor driven Haines Feed Mixer.

Orient, O.—The Orient Grain Co. is having the Sidney Grain Mach'y Co. install a new truck hoist at its plant.

Bellevue, O.—C. Irvin Fangboner has installed a No. 1 Haines Feed Mixer driven by motor.

Gerald, O.—The Gerald Grain & Stock Co. recently bot a boiler. The Sidney Grain Machinery Co. had the contract.

Seven Mile, O.—W. L. Shaeffer is slowly recovering from painful injuries received recently when he accidentally stepped into the shaft at his elevator and fell several feet.

Loudonville, O.—The Loudonville Equity Exchange is rearranging its drives, adding corn cutters and other equipment, the Sidney Grain Machinery Co. having the contract.

Sidney, O.—The thirty-second annual meeting of the Miami Valley Grain Dealers Ass'n was held here on Nov. 12. A full report appears in another section of this number of the Journal.

Bryan, O.—The Bryan Transfer Elevator should be listed as receivers and track buyers, under Bryan, O., on page 63 of the new "Ohio Grain Elevator Operators," just issued by the Journal.

Sidney, O.—On the morning of Nov. 13 I took Mrs. Custenborder to the hospital where she underwent an operation for mastoid. I am pleased to announce that she is now rapidly recovering.—E. T. Custenborder.

Circleville, O.—John W. Eshelman & Sons of Lancaster, Pa., have bot the property of the Circleville Mill & Elvtr. Co., formerly known as the Heffner Milling Co., and will operate it. The mill has a capacity of 500 barrels of flour per day, also a large corn goods capacity.

Bowling Green, O.—Charles S. Young of the Royce-Coon Grain & Seed Co. of this city died very unexpectedly from a heart attack on Nov. 8. He was 45 years of age and had been in the grain business for many years. Being of a genial nature he was very popular among his associates.

Utica, O.—George Branstool, who is listed in the new "Ohio Grain Elevator Operators," as operating a feed plant at Utica, and handling feed, seeds and hay, has a 15,000-bu. elevator at this point, ships grain, and handles besides fence, fertilizer and cement. He has been in the grain business since 1922.

Condit, O.—The Condit Farmers Co-op. Co. sold its three plants on Nov. 9. The Centerburg plant went to the Sunshine Stores, Inc.; the Condit and Sunbury plants went to the G. J. Burrer Mill & Elvtr. Co. of Sunbury.—Walter H. Mulzer. [The Farmers Co-op. Co. had recently been operating under a receivership, as mentioned in the Oct. 10 Journal.]

Fostoria, O.—There seems to have been some mistake [referring to a news report that Mr. Slosser had opened a flour and feed brokerage business], as what we think the papers had reference to is our connection with the Ohio Farmers Grain & Supply Ass'n. This is a new state organization set up in compliance with a request from the Federal Farm Board, and the writer was elected sec'y-treas. of this ass'n.—Oscar Slosser. [The ass'n referred to is a co-op. sales agency with headquarters at Fostoria.]

Toledo, O.—The Ohio Grain, Mill & Feed Dealers Ass'n will hold a series of district meetings as follows: Fostoria, Dec. 2; Lima, Dec. 3; Greenville, Dec. 4; Middletown, Dec. 5, and Washington, C. H., Dec. 6. The "caravan" of "gypsy troupers" will tour the trade between meetings, announces Sec'y Cummings. All meetings will start with a dinner. Federal grain supervisors will give grading demonstrations, moving pictures, etc. Other interesting speakers will talk at each meeting. "Come to the meeting nearest you," says Pres. Edgar Thierwechter, "and bring your neighbor. Non-members especially welcome."

London, O.—The undersigned, successor to J. B. Van Wagener, deceased, has been a member of the Ohio Grain Dealers Ass'n for almost two years. There is no star [indicating such membership] before the name of the firm as shown on page 37 under London [of the "Ohio Grain Elevator Operators"].—R. K. Shaw, mgr., Van Wagener Elevator.

OKLAHOMA

Sallisaw, Okla.—The Arkoma Grain Corp. will build a warehouse here. This company has the only elevator at this point.—W. P. Akin, mgr.

PACIFIC NORTHWEST

Boise, Ida.—The Bradley-Davis Co., former grain brokers of this city, are no longer in business.

Spokane, Wash.—It is reported that the Boyd-Conlee Co. of this city contemplates increasing its storage facilities some time within a year from its present 210,000 bus. to 1,000,000.

Spokane, Wash.—This city will be the headquarters of the new North Pacific Grain Growers Ass'n, offices being maintained here and a staff of workers employed. The central office will have under its jurisdiction five regional wheat districts including western Montana, northern Idaho, Oregon and Washington.

St. John, Wash.—The St. John Grain Growers, Inc., is the first local co-operative grain marketing ass'n to be organized under the Federal Farm Loan Act. One hundred farmers signed membership contracts calling for an estimated 486,000 bus. of the 1930 wheat crop, which is about half of the normal yield of this region.

Portland, Ore.—The Merchants Exchange and the Union Pacific Railroad have come to an agreement whereby the latter will post a bulletin notice of arrivals of cars on holidays (observed by the State Grain Inspection Department, when no inspection of arrivals is available), but demurrage will not start until after the first 7 a. m. after posting of the notice.

Tacoma, Wash.—Bids for the construction of the new 700,000-bu. elevator unit to be erected at the Portacoma Piers for the Port Commissioners were opened on Nov. 7, Albertson & Cornell Bros., Inc., being the low bidders among the eight firms who bid. Officially the commission took the bids under advisement, and it is considered likely that the contract will be awarded at the next meeting of the commission.

Portland, Ore.—Sir Robert Balfour, one of the founders of Balfour, Guthrie & Co. of this city, San Francisco, Seattle, Los Angeles, Tacoma and Vancouver, died in London on Nov. 4 at the age of 84 years. He retired from active business 10 years ago and had resided in London for some time. He established the Pacific Coast branch of the business at San Francisco in 1869. Mr. Balfour visited Portland several times before the late war.

Seattle, Wash.—With reference to construction of a 1,000,000-bu. grain elevator by the Port of Seattle, plans are still very indefinite. No decision has been reached as yet just how soon another elevator will be constructed. In regard to construction of an elevator by other parties, we have no definite knowledge of any proposed new elevator. The Fisher Flouring Mills have about completed a 1,500,000-bu. bulk grain elevator to be used in connection with their flouring mill, but I understand that they will handle grain controlled by other parties.—Port of Seattle, H. W. Davies, ass't sec'y. [It has been rumored for several months that a large elevator might be erected at Seattle, one report being that eastern capital would furnish the investment, but no definite information has been forthcoming yet.]

PENNSYLVANIA

Lancaster, Pa.—Amos K. Stauffer, well known local grain broker, 51 years of age, disappeared from this city on Nov. 12, leaving his watch and keys on his desk, and a search was made for him over the state. On Nov. 15 a friend, returning from a hunting trip, accidentally met him in Chambersburg where he had registered at a hotel as Russell Miller. He apparently had been suffering from a loss of memory.

SOUTH DAKOTA

Bovee, S. D.—The local elevator of the L. C. Button Co. was recently remodeled.

Nunda, S. D.—A truck lift has been installed at the plant of the Farmers Elvtr. Co.

Platte, S. D.—A new 5-h.p. motor has been installed in the elevator of the Proper Grain Co. here.

Lesterville, S. D.—A truck lift and a 10-ton scale have been installed at the Farmers Exchange Co.'s elevator.

Platte, S. D.—The L. C. Button Co. has enlarged its elevator office at this point and has installed a new 20-ton scale.

Sherman, S. D.—The headhouse of the Farmers Elvtr. Co.'s elevator has been remodeled. A distributor has also been installed.

Montrose, S. D.—The elevator of the Betts Grain Co. has been re-sided and painted and equipped with a new 50-h.p. feed grinder.

Cottonwood, S. D.—The new elevator of George P. Sexauer & Son is completed and now in operation. It is equipped thruout with up-to-date machinery.

Claire City, S. D.—The Farmers Grain & Fuel Co. has purchased the National Elvtr. Co.'s elevator at this place and is operating it in connection with its own plant.

Humboldt, S. D.—The Farmers Elvtr. Co. has made improvements both inside and out. A 10-ton scale, dump and grates have been installed and the elevator has been painted.

Vermillion, S. D.—The Thompson-Lewis Co.'s elevator here has been leased to the Vermillion Seed Co., which will hereafter buy and sell grain. This elevator was recently remodeled and enlarged.

Craven (Ipswich p. o.), S. D.—The equipment of the new elevator erected by the Farmers Elvtr. Co. to replace the house burned last August, includes an engine that starts by pushing a button in the office, transmission machinery, automatic scale, two legs, two dumps and head drive.

SOUTHEAST

Wellsburg, W. Va.—Thomas J. Miller, who was in the grain and feed business here for a number of years, died at his home in Lakewood, O., on Nov. 4 at the age of 75 years. The body was brot here for burial.

Chipley, Fla.—I will likely go into business at Chipley.—J. J. Daring. [Mr. Daring formerly conducted a grain and feed business at Dothan, Ala., but sold his elevator at that point last summer, as reported in the Aug. 25 Journal.]

TENNESSEE

Memphis, Tenn.—John Wade & Sons' grain elevator is under mortgage for several hundred thousand dollars to the Union & Planters National Bank of this city and this mortgage is equivalent to ownership. John Wade & Sons' business has been liquidated and the elevator has been closed for the past two or three months. This firm has been prominent in the grain and feed trade of this city for the past 40 years.

Memphis, Tenn.—There is nothing new regarding the proposed grain elevator which our city authorities have been considering building in connection with our present river terminals. There is no immediate prospect that the elevator will be built, in spite of the optimistic interview given out by Gen. Ashburn.—J. B. Edgar, chairman, Memphis Harbor Commission. [Gen. Ashburn, head of the Inland Waterways Corp., is reported to have recently made the announcement that within six months work would start on the proposed elevator.]

Nashville, Tenn.—The Central States Grain Co-op. Ass'n, Inc., of Indianapolis, Ind., subsidiary of the Central States Soft Wheat Growers Ass'n, Inc., otherwise known as the Wheat Pool (both of whom have applied for a change of name, as reported elsewhere in this number, in the Indiana news) has filed a suit against the Nashville Warehouse & Elvtr. Co. of this city and several insurance companies asking an accounting of \$23,353.14. The plaintiff claims that it has not been paid for grain stored in a warehouse owned by the Nashville company and insured by the insurance companies named, that burned about a year ago.

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grain and grain products stored in your own elevators and mills. Reasonable rates—Details on request.

THE GENERAL STORAGE COMPANY

East 15th & Broadway, Cleveland, Ohio

TEXAS

Gruver, Tex.—No additional storage for grain will be built here this fall.—Dan Shrader, mgr. of elevator, Chapman Milling Co.

Happy, Tex.—Toles Grain Co. incorporated; capital stock, \$10,000; incorporators: Holland Toles, Leo Potishman and Young Davitte.

Amherst, Tex.—The Amherst Elvtr. Co.'s plant has been bot by S. W. Pipkin of Clovis, N. M. The manager will be J. P. Catlin.

Waco, Tex.—Harry L. Stover has resigned as vice-pres. and general manager of the Waco Mill & Elvtr. Co., a subsidiary of General Mills, Inc. His plans for the future have not as yet been announced.

Galveston, Tex.—Karl G. Baertl, who has been connected with the Continental Export Co. at its St. Louis office for several years, has been transferred to that company's export department in this city.

Beaumont, Tex.—About a year ago it was reported that the Dock Commissioners were planning the erection of a large elevator here. Ralph G. Bowen, assistant to port director, Board of Dock & Wharf Commissioners of the Port of Beaumont, under date of Nov. 12, 1929, says: "Relative to the construction of a grain elevator at our port, wish to advise that there is still nothing definite to advise, as no plans have been made for the construction of a grain elevator."

Ft. Worth, Tex.—The new flour mill of the Universal Mills, mentioned in the July 10 Journal, is nearly completed and it is expected that it will be in operation by January. Fred Honea is the manager. The plant includes a corn unit and a 250,000-bu. elevator also.

Stratford, Tex.—We have let the contract to Chalmers & Borton for the construction of a 120,000-bu. concrete elevator at Stratford. The elevator is now under construction and will be completed in January. Our firm name there is Riffe Bros. Grain Co. and Earl Riffe is manager. —Texhoma Elvtr. Co. [headquarters at Texhoma, Okla.]

Temple, Tex.—A. B. Crouch, at one time in the grain business in this city, and reported in the last number of the Journal as having been arrested in New Zealand recently on a 13-year-old charge of bank swindling here, is said to have sailed for America on Nov. 19 in charge of a sheriff. An extradition order against him was granted on the plea of a bank of this city.

Farwell, Tex.—The Farmers Grain Co.'s new elevator (described in the Oct. 25 Journal), which replaces the one burned in September, is about completed and ready to operate. According to Mr. Osborne, the local manager, this elevator will be capable of handling more grain than any other elevator in this part of the state. The Farmers Grain Co. operates three elevators in this county—at Farwell, Lariat, and Friona.

Galveston, Tex.—The contract for the construction of the building proper of the 4,140,000-bu. addition to the Galveston Wharf Co.'s Elevator B was awarded on Nov. 14 to the Jones Hettelsater Const. Co., the lowest bidder of seven. The piling foundations had already been driven and work on the superstructure was to start at once. Machinery and electrical contracts will be let later. The elevator will be of concrete and steel thruout and will be completed in time for the next grain season, July, 1930. It will be the fastest port elevator on the Gulf of Mexico and will give this city a total grain capacity of nearly 10,000,000 bus. F. W. Parker is the general manager for the Galveston Wharf Co. Full details regarding this elevator, together with illustration, appeared in the June 10 Journal.

WISCONSIN

Itasca, Wis.—The Itasca Elvtr. Co.'s new annex, 567,000 bus. capacity (reported in the Oct. 10 Journal as under construction), is now receiving grain. This is located in the Superior terminal market.

Milwaukee, Wis.—Carl E. Hanson, who organized the Hanson Malting Co., now the Froedtert Grain & Malting Co. of this city, died in Lucerne, Switzerland, recently at the age of 69 years. He was a grain broker in New York for a number of years and retired in 1928. He is survived by his widow, two sons and one daughter.

Superior, Wis.—Referring to the addition which the Great Northern Railway is building to its Elevator "S" here (excavation for which started on Nov. 6, as reported in the Journal's last number), this will be a duplication of the tanks built last year which have a capacity of 3,000,000 bus. The railway in 1898 built a huge steel elevator having a capacity of 3,500,000 bus., and two concrete annexes have been built since. The plant has an unloading capacity of 30 cars an hour and can load the largest of the lake boats in three hours. The loading capacity is 100,000 bus. an hour. J. W. Galvin, sec'y-treas. of A. D. Thompson & Co., who operate this elevator, says: "Alongside of the tanks built last year, and in front of them, will be another set of tanks identical with those built last year. There will be 239 circular bins, each 110 feet high and about 14 feet in diameter, each bin having a capacity of approximately 12,500 bus. With the completion of these tanks the Great Northern Elevator 'S' unit will give us a total capacity of 13,000,000 bus., the largest single elevator unit in the world. A. D. Thompson & Co. have been in the grain business in Duluth since 1886. We have leased the Great Northern elevators since 1899. The officers of the company are as follows: Adam G. Thomson, pres.; Charles F. Haley, vice-pres. and manager; James W. Galvin, sec'y and treas."

WYOMING

Gillette, Wyo.—We expect to build, next summer, a warehouse and feed mill, about 19x30x30, install machinery, leg and motors; concrete basement.—Kirby & Stone Grain Co., Inc.

Grin, Damn You, Grin

I know a grocery store keeper who has worked up a thriving business, and held it. When you walk into his place you feel as tho you are walking into a prosperous place.

I guess he is just a natural born grocery store keeper. The things he does don't seem to be anything but the sensible things that other folks ought to do. When folks come into his store he has a couple of words of greeting for them, no matter how busy he is, and he has a welcoming grin that makes them feel right at home.

A western Kansas elevator manager who has done remarkably well in the face of difficulties, recites that when he was just a boy he used to work for a stubby little German grain dealer, named Herman. As a boy he had a pretty hot temper and he used to get roiled up at some of the farmers who came to the elevator.

"Remember always," Herman admonished him on these occasions, "you can catch more flies wis sugar then you can from vinegar." The lad took the advice, and with Herman as an example, learned to control his temper and do business with a grin.

"That was one of the hardest things for me to learn," he says, "and probably it is the one that has done me the most good."

"I Haven't Time"

Hundreds of things to do and only 24 hours in every day. No time to read, no time to promote business. No time to search for new ideas and apply them. No time to keep the office neat and clean. No time to keep adequate records of business done, the bank account will show that anyway. No time for anything but doing such business as comes of its own accord, a couple of games of checkers or cards, the baseball scores, and visiting with every loafer that enters the office.

Some folks do big things, yet they have only 24 hours in a day. It is unnecessary to look farther than the successful farmers in any community where farming is the business.

When successful farmers enter the elevator office they want something, they get it, they leave. If what they want is information they use the telephone and save time. They are interested in everything you can tell about their business, they always have time to learn. They don't pay much attention to checkers and local gossip and many of them don't know how to play cards.

But they can tell you a lot of what the last issue of their paper said about plowing early to make a good seed bed and conserve moisture. They can tell you what the agricultural college is doing for the promotion of bigger crops and better quality. They can tell you how to keep up soil fertility.

Look among the successful business men of your community. Do any of them waste time?

Everybody has just as much time as everybody else. Only some folks organize it and use it to better advantage than others.

Arthur L. Chandler will succeed H. H. Hanneman as cost analyst and field representative of the Millers National Federation. Mr. Hanneman has resigned. The change is effective Nov. 20.

Erection of terminal elevators in the wheat belt by co-operative marketing ass'ns was urged at a meeting of Kansas farm organizations at Topeka recently. The Federal Farm Board was urged to arrange for loans to the co-ops for building purposes at the earliest possible date.

The Bloemhof diamond market of South Africa collapsed last week and the diamond diggers sent an urgent appeal for state aid to the Minister of Mines. Up to last reports the Bull speculators of the stock market have made no appeal to the Government, but a number of them have jumped into the sea.

What You Want in Grain Fort Worth can give you.

Try any of these Grain and
Cotton Exchange Members:

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Domestic, Export, Futures, Consignments

J. S. Bache & Co.

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Grain, Stocks, Provisions

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Mullin-Brackett Grain Co.

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E. M. Rogers Co.

Strictly Brokerage and Consignments

Smith-Ingraham Grain Co.

Domestic, Export Grains, Consignments

Southwest Grain & Comm. Co.

Brokerage and Consignments

Tillery Grain Commission Co.

Wheat Consignments Our Specialty

Transit Grain & Commiss'n Co.

Consignments, Brokerage

President Hoover on Waterways.

"Is Herbert Hoover's waterway policy as much of a mistake as was that of the late Theodore Roosevelt," asks the Railway Age, in concluding a discussion of President Hoover's recent address at Louisville advocating extensive improvement of rivers for transportation purposes.

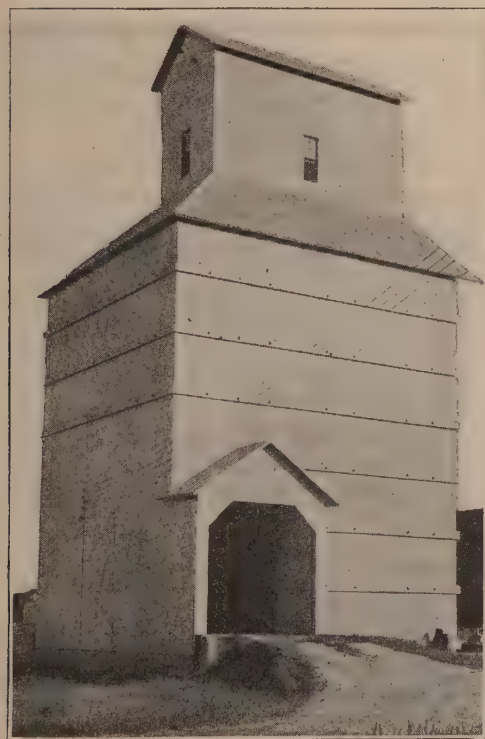
"President Hoover's prestige is so great," the Railway Age says, "that his advocacy of any policy is accepted by many persons as almost complete proof of its soundness. The late Theodore Roosevelt was regarded in the same way by many millions of persons. What is occurring now recalls something that was occurring almost 30 years ago.

"In 1900 Mr. Roosevelt was governor of New York state. In that year he advocated an appropriation of \$62,000,000 for the improvement of the Erie canal, saying, in a message to the legislature, 'If the canals are made large enough they can successfully compete in the transportation of high class freight which is now carried by the railroads at high prices.' Under Mr. Roosevelt's compelling leadership the movement for the improvement of the Erie canal got well under way. It was predicted that the freight carried on it would be 20 to 30 million tons annually.

"In a message to the New York legislature in 1925 Governor Smith estimated that up to that time the Erie barge canal had cost \$230,000,000, and in that year the tonnage carried was about 3 million tons. Another Roosevelt is now governor of New York. The present governor, Franklin D. Roosevelt, speaking at Albany on October 18 last, at the annual convention of the State Waterways Association, said that unless better use was made of the canal it might as well be scrapped.

"The record demonstrates that Theodore Roosevelt made a colossal blunder in his advocacy of the improvement of the Erie barge canal. It has cost about four times as much as he estimated; has handled less than one-seventh as much traffic as he estimated; and four times as much of the cost of transporting every ton of freight carried one mile on the Erie canal is paid by the taxpayers of New York state as is paid in freight charges.

20,000-Bu. Elevator at Follett, Tex.



Elevator at Follett, Tex.
[For description see page 463 of Oct. 10 number.]

"Mr. Hoover's great ability, sincerity and patriotic desire to increase the prosperity and wealth of the American people are beyond all serious question; but a large majority of those who have thoroly studied transportation economics believe that, in the main, the waterway policy to which he has committed himself is economically unsound."

Wheat Variety Tests.

No. 1679, a variety developed by the Kansas Agricultural Experiment Station, led in variety tests for 1929 conducted by the station. It made the highest yield, an average of 20.4 bus. an acre in 47 tests. Other varieties averaged as follows: Fulcaster, 18.8 bus.; 1681, 18.4 bus.; Turkey, 17.9 bus.; Kanred, 16.8 bus.; Blackhull, 16.7 bus. and Superhard Blackhull, 16.4.

In eastern Kansas, Michigan Wonder and Harvest Queen were included in the tests but both were exceeded by No. 1679. Harvest Queen fell below nearly all other varieties.

Lodging was a serious problem this year, being two types: one in which the straw curved allowing the heads nearly to reach the ground and the other in which the straw bent at a sharp angle or broke. There was a rapid deterioration of the roots, followed by weak straw, poorly filled heads, shriveled kernels and an increase of disease.

Blackhull, Superhard Blackhull and No. 1681 were notably susceptible to lodging of heads while Turkey and Kanred showed noticeable resistance.

No. 1679 and Fulcaster stood up to the best among the 31 varieties.

Uruguay to Purchase Corn for Seeding.

At a recent session of the general assembly of the Uruguayan Government, it was decreed that 150,000 pesos (\$147,000) should be placed at the disposal of the Official Seed Commission for the purchase of corn for seeding purposes during the present agricultural year, according to a report from C. Carrigan, Ameri-

can Consul General at Montevideo. This corn will be given to farmers on credit at the price of 5.00 pesos per 100 kilograms (about \$1.25 per bushel).

The Official Seed Commission will take precautionary steps to insure that the seed delivered on credit shall be used for seed by the farmers. The corn imported for this purpose is exempt from the payment of duties or port charges.

Seed Movement.

Washington, Nov. 18.—The bulk of the Kentucky bluegrass seed crop in both districts has been sold, according to information obtained by the U. S. Bureau of Agricultural Economics, who estimate that 80% to 85% in Kentucky and 90% to 95% in the western district had moved up to Nov. 5.

Prices to growers remained mostly unchanged during the month. In Kentucky they ranged mostly \$1.10 to \$1.25 and averaged \$1.15 per bushel for rough, cured seed, or about 5c lower than the month before. In the western district they ranged \$1.05 to \$1.40 and averaged \$1.15, or about 5c lower than the month before. These prices were about 10c and 65c per bushel lower in Kentucky and Missouri, respectively, than prices paid on a corresponding date last year.

Orchard grass seed continued to move slowly from growers' hands during the four weeks ended Nov. 5. The bureau estimates that 70% to 75% of the crop had been sold by growers up to that date, compared with 65% last year and 80% to 85% two and three years ago.

Prices to growers advanced about 5c per bushel for clean seed during the four weeks. Growers on November 5 were offered on an average \$1.60 per bushel for country run and \$1.80 for re-cleaned seed in Kentucky, and, respectively, \$1 and \$1.40 in Missouri and \$1.35 and \$1.80 per bushel in Virginia. In comparison with a year ago prices for country-run were about the same in Kentucky, but were about 10c lower in Virginia and about 50c lower in Missouri. For clean seed prices were about 15c lower in Kentucky, 15c higher in Virginia and 25c lower in Missouri. Imports have been running lighter than last year.

Redtop seed continued to move freely from growers' hands during October. About 90% to 95% of the crop had been sold by growers up to Nov. 12. Movement this year has been about the same as last year but somewhat faster than two years ago.

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Field Seeds

LINCOLN, NEB.—Nebraska's Annual Corn Show will be held Jan. 7-9.

SALINA, KAN.—L. O. Barber has opened a seed and feed store here.

RUSTON, LA.—The E. D. McCallum Seed Co. has moved into its new and larger quarters here.

SEED CORN worth \$147,000 will be imported duty free by Uruguay and will be distributed to farmers on credit for \$1.25 per bu.

RED RUSSIAN Turkey wheat of a new type is being tried out on an extensive scale in central and western Kansas this season after its successful use in the southern section of the state.

CRAWFORD, NEBR.—A new steel warehouse equipped with modern machinery for cleaning and grading alfalfa seed has been completed for the Northwest Nebraska Alfalfa Seed Ass'n.

LEXINGTON, KY.—The W. S. Judy Seed Co., Arrow Point Farm, between this place and Richmond, has been incorporated for \$100,000 by W. H. Reynolds, W. S. Judy, John K. Judy and H. C. Judy.

KANSAS CITY, MO.—The Western Seedmen's Ass'n will hold its fall meeting here early in December. Max F. Wilhelmi of Lawrence, Kan., is pres. of the Ass'n and George W. Cummings of Sioux City, Ia., is sec'y.

JEROME, IDA.—The Idaho Seed Show was held here Nov. 14-15. The show this year followed the precedent established last year of holding the exhibit prior to the International in Chicago in order to permit state winners to take their products to the International.

SIDNEY, MONT.—A warehouse large enough to store 30 carloads of seed has been completed by the Northland Seed Co. here. A clipper mill for cleaning alfalfa seed has been installed as well as a new grinder to aid in meeting the increased demand for dairy feed which the company is enjoying.

OKLAHOMA CITY, OKLA. — Yellow Madrid, a new variety of clover characterized by a yellow bloom, delicate stem and heavy leaves and withstands dry weather admirably has been introduced in some of the northern countries of this state. The plant is a biennial. Fifty cents a bu. is being offered for all seed when the plant matures next year. The variety was introduced by L. W. Osborne, agronomist of Oklahoma Agricultural & Mechanical College at Stillwater.

CHICAGO, ILL.—The American Field Seed Co. is contemplating the erection of a warehouse and seed cleaning plant, the building, if finally decided upon, to be started in the spring or early summer. A. Epstein and the Young-

love Construction Co. have been considering plans for the building. A three-story and basement structure is under consideration.

HOLLISTER, CALIF.—The Waldo Rohnert seed plant was recently damaged slightly by fire.

TWENTIETH CENTURY oats have failed to come up to the yields of Victory and Gopher varieties at trials at North Dakota Agricultural Experiment Station at Fargo. The Twentieth Century is also known as Kiama, Australian and Plaza.

HURON, S. D.—The new \$7,000 seed warehouse under construction here is expected to be completed Dec. 1. The house has a capacity of 8,000 bus. J. G. Winter, who has been operating a seed business in Wessington Springs for 5 years, will be manager of the plant.

REED CANARY grass deserves a greater distribution as a pasture plan, particularly on the more moist land of the northern half of the United States, says the U. S. Dept. of Agriculture. The grass does best in a moist cool climate and is especially suited to swampy and overflow areas. The grass already is in extensive use in the Pacific Northwest. Both fall and spring seedings are successful in the Pacific Northwest but seeding in early spring in central and eastern states is considered best.

MINNEAPOLIS, MINN.—Planting of only the best seed of the best varieties, treatment of seed and a fight to the finish against weeds will be the messages of a special crop train which will be run over Minnesota railroads in late February and early March. The train will carry representatives of the Northwest Crop Improvement Ass'n and the Extension Dept. of the University of Minnesota. Wider prevalence of smut in grain this season prompted this newest drive for better crops in the Northwest.

BRANDON, MAN.—The Manitoba Seed Growers Ass'n has instructed a com'te to see what help is available from the Dominion government for the erecting of a modern seed cleaning plant. The question of the quality of seed has been receiving a great deal of attention in Canada because of the large number of varieties which are coming into use and the high quality and reputation of Canadian wheat is feared to be threatened by this menace to its purity. The action looking toward the seed plant was taken at a conference of the Ass'n held here.

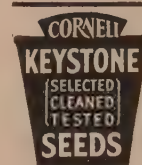
CHICAGO, ILL.—The Trade Practice Conference of the wholesale field seeds industry will be held Friday, Dec. 20, in Chicago instead of Dec. 17 as originally announced. The change was made by the Federal Trade Commission. The winter meeting of the Farm Seed Ass'n of North America will be held Dec. 19 under the present plan and the board of directors of the organization will meet Dec. 18. For convenience of the members of the Ass'n in attending the trade practice conference it was decided to hold the winter meeting immediately preceding the conference.

SPRINGFIELD, MO.—Wm. D. Murray, 58, died suddenly following a stroke of apoplexy. He was vice-president of the Springfield Seed Co. His widow and two daughters survive him.

ST. LOUIS, MO.—Adolph Corneli, 72, died suddenly of heart disease at the home of a friend on Nov. 12. He was one of the founders of the Corneli Seed Co. forty years ago. He had been a member of the St. Louis Merchants Exchange for 32 years.

WASHINGTON, IA.—Walter Oetjen has acquired the Warren Seed business here. Harry Payne, manager of the business since Mr. Warren died last summer, continues with the new owner. Mr. Oetjen is from Oskaloosa. Leo Shelangoskkie & Son also recently engaged in the seed business here.

REED CANARY GRASS has been found, especially in south central Minnesota, to fill a definite need for a high-yielding, nutritious hay and pasture crop on many comparatively small areas of low, poorly drained lands, mostly of a peaty nature. Information is given on its history, adaptation, plant and seed characteristics,



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Imports and Exports of Seeds.

Imports and exports of seeds, in pounds, for September, compared with September, 1928, and the nine months ending with September, are reported by the Bureau of Foreign and Domestic Commerce, as follows:

IMPORTS				
	September, 1929	September, 1928	9 mos. ending Sept. 1929	9 mos. ending Sept. 1928
Alfalfa	600	833,673	385,707	
Red clover	37,555	229,086	6,050,489	5,163,870
Alsike	276,990	190,119	4,073,401	5,162,773
Crimson clover	638,453	444,972	3,067,277	2,771,378
Other clover	178,137	123,715	4,561,320	5,869,233
Vetch	69,822	622,646	2,122,507	3,526,415
Grass seeds	657,884	563,756	5,613,176	5,911,205
EXPORTS				
Alfalfa	194,960	187,319	593,416	603,316
Red clover	103,318	30,015	243,724	341,945
Other clover	38,833	28,489	218,181	281,811
Timothy	789,961	647,807	5,230,549	8,721,017
Other grass seeds	555,242	838,248	5,108,080	3,596,221
Other field seeds	323,125	49,275	2,455,612	1,842,341

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Buyers SEEDS Sellers
ALFALFA, CLOVER, BLUE GRASS, SWEET CLOVER
KANSAS CITY, MO.

cultural needs, use, feeding value, and seed production in Minn. Sta. Bulletin 252.

MARYSVILLE, O.—O. M. Scott & Sons Co. recently leased a large garage to be used for seed storage.

EXPORTS of timothy seed have been light. During the three weeks ended November 16, about 306,600 pounds left two Atlantic ports mostly for Great Britain but also for Denmark, Germany and France. Total exports for October amounted to 1,471,496 pounds, compared with 1,310,758 last year and 2,583,391 two years ago. For the 10 months of 1929, exports amounted to 6,702,045 pounds, compared with 10,031,775 in 1928, 10,821,509 in 1927, 9,723,988 in 1926, 10,607,487 in 1925 and 12,960,161 in 1924.

BARLEY FOR MICHIGAN FARMS (Mich. Sta. Spec. Bul. 191 (1929), pp. 28, figs. 16).—A practical discussion by H. C. Rather of the status of barley in Michigan, its yields, production costs, utilization, and cultural practices, is supplemented by an account by E. E. Down, H. M. Brown, and F. H. Clark of the merits of different barley varieties, as shown in tests at the station and in co-operative trials. Spartan, developed from a cross between Michigan Black Barbless and Michigan Two-Row barleys, is described as a smooth-awn, 2-rowed barley worthy of note in its yield, earliness, erect heads, sparse foliage and stiff straw.

Farm Seed Ass'n to Meet.

The annual mid-winter meeting of the Farm Seed Ass'n of North America is to be held at the Congress Hotel, Chicago, on Dec. 18-20, according to a program released by Executive Sec'y George O. Smith, Chicago.

The two sessions on the first day will be executive sessions for members. The two meetings on the second day will be open gatherings, dealing with membership and trade representatives, presentation and discussion of Trade Practice Conference resolutions, etc. The third morning will be devoted to a continuation of the program.

Hon. Charles H. March, member of the Federal Trade Commission, will preside over the trade practice session.

Organize Southwest Seed Council.

Seed interests of 5 southwestern states have organized the Southwest Seed Council to "serve as a central clearing house of information, ideas and suggestions for improvements in the production and distribution of farm seeds." The organization came as a result of the second annual convention of the Southwest Seed Conference at Dallas.

Dr. C. T. Dowell, dean and director of the Louisiana College of Agriculture, was elected pres. L. W. Osborn, Stillwater, Okla., soil and crop specialist of Oklahoma A. & M. College, was chosen vice pres. and T. C. Richards of Dallas was named sec'y-treas. H. G. Webb, Brownwood, pres. of the Texas Farm Bureau Federation and Ollie B. Webb, New Orleans railroad executive, with the officers, will form the executive com'tee.

Eight groups are represented in the council from growers to seedsmen ass'ns and railroad agricultural agents. Seedsmen of the states, Arkansas, Louisiana, Oklahoma, New Mexico and Texas have been active in promoting the original seed conference and the organization of the council.

Topics discussed at the meeting included many angles of growing, harvesting, registering, treating and merchandizing good seed.

Minnesota Seed Council's Recommendation.

A cutting down of the present large number of varieties of the various crops, elimination of the now too frequent sale of uncleaned and poor grade seed and the advancement of the purchase of seed on the purity and germination basis are the chief items of a program adopted at the annual meeting of the directors of the Minnesota Seed Council held at Minnesota University Farm. All officers were re-elected. They are: Chairman, J. W. Evans, Montevideo; vice-chairman, L. M. King, Minneapolis, and sec'y, Ralph F. Crim, University Farm.

It was declared that much of the seed moving from farm to farm is of unknown variety and quality and is frequently contaminated with weed seed. Weeds are multiplying rapidly, the Council found. The remedies are listed as: use of seed of known origin, adaptability and high quality, purchase of the seed upon a basis of purity and germination tests, use of well-equipped farm seed cleaning machinery, and closer co-operation of the various agencies of the state in promoting the sowing of better seed.

The Council found that the number of crop varieties is so large that it is resulting in confusion among farmers as to just what variety suits a given need. Adoption of a few standard varieties which have demonstrated their merits and opposition to exaggerated claims for other varieties have been placed upon the council program.

New Seed Trademarks.

W. P. BELL & CO., Nashville, Tenn., filed trade mark Serial No. 290,004, design of a bell and the words Blue Bell, to describe field seeds.

GOLDBERG SEED & FEED CO., Fargo, N. D., filed trade mark Serial No. 289,514, the word SUPREME to describe field and other seeds.

THE J. G. PEPPARD SEED CO., Kansas City, Mo., filed trade mark Serial No. 289,365, the word UTILITY to describe mixed lawn seed, pasture grass mixtures and a general line of farm and field grass seed.

THE KROGER GROCERY & BAKING CO., Cincinnati, O., filed trade mark Serial No. 288,132, design of a country club house with the lettered words, Country Club, above it, to describe charcoal and lawn grass seed.



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Hardeman-King Co., field seed merchants.

BALTIMORE, MD.

Wm. G. Scarlett & Co., wholesale and merchants.

CHICAGO, ILL.

Warren-Teed Seed Co., field seeds.

CINCINNATI, OHIO.

McCullough's Sons, The J. M., field and garden seeds.

CONCORDIA, KANS.

The Bowman Seed Co., wholesale field seeds.

COUNCIL BLUFFS, IOWA.

Council Bluffs Seed Co., seed corn, nothing else.

CRAWFORDSVILLE, IND.

Crabbs Reynolds Taylor Co., grass and field seeds.

KANSAS CITY, MO.

J. G. Peppard Seed Co., field seed merchants.

Rudy-Patrick Seed Co., field seed merchants.

LIMA, OHIO.

Ackerman Co., The, wholesale grass field seeds.

LOUISVILLE, KY.

Louisville Seed Co., seed merchants.

MILWAUKEE, WIS.

Courteen Seed Co., field seeds.

MINNEAPOLIS, MINN.

Northrup King & Co., field seeds.

ST. JOSEPH, MO.

Mitchellhill Seed Co., wholesale fields seeds.

ST. LOUIS, MO.

Cornell Seed Co., field seed merchants.

Mangelsdorf & Bros., Ed. F., wholesale field seeds.

SEDGWICK, KAN.

Sedgwick Alfalfa Mills, field seed merchants.

Supreme Court Decisions

Digests of recent decisions by State and Federal Courts involving rules, methods and practices of the wholesale grain, field seeds and feedstuffs trades.

CONTRACT SIGNED BY ONE PARTY IS VALID.—When contract between two persons is reduced to writing and signed by one of them only but accepted by the other, it becomes in contemplation of law a written contract binding on both.—*Berryman v. Flake*. Court of Civil Appeals of Texas. 20 S. W. (2d) 803.

PROOF LOCOMOTIVE STARTED FIRE.—Evidence that locomotive, which was alleged to have emitted sparks, setting fire which destroyed building, was throwing sparks night before building was burned, held not incompetent, where record disclosed that same engine was involved on both occasions.—*Heath v. Norfolk Southern Ry. Co.* Supreme Court of North Carolina. 149 S. E. 853.

TITLE TO POOL CERTIFICATE.—Where certificate for price of tobacco delivered to co-operative association were assigned to bank with directions to association to pay all that was due or to become due to bank, under agreement that payment to bank would completely satisfy all obligations on certificates, and original holder was paid amount of certificates, legal title to certificates was transferred by assignment, and original holder had no further interest in certificates subject to be attached by creditor.—*Stivers v. Steele*. Court of Appeals of Kentucky. 20 S. W. (2d) 717.

COLLECTING UNDERCHARGE FROM SHIPPER.—Where seller shipped freight to himself as consignee under agreement with buyer, of which carrier was advised, that buyer should pay freight charges, carrier, on discovering that insufficient freight charges had been collected from buyer, was entitled to recover from shipper as owner and consignee of the goods, under written contract requiring owner or consignee to pay freight, tho buyer might also be liable under implied contract.—*A., T. & S. F. Ry. Co. v. Hunt Bros. Fruit Co.* U. S. District Court, Missouri. 34 Fed. (2d) 582.

LANDLORD'S LIEN ON CROP.—Landlord's right to crop to secure payment of rent is not impaired by subletting of his tenant, but subtenant's crop may thereby be subjected to double lien, that of landlord and that of his immediate lessor; lien of landlord being paramount, under C. S. § 2355. Where subtenant gave chattel mortgage on crops of "all my interest" therein, subtenant could not and did not give lien superior to lien of remote and immediate landlords, under C. S. § 2355, and payment to remote landlord of amount of lien on crops for rent on sale of crops of subtenant was proper.—*Neverfail Land Co. v. Cole*. Supreme Court of North Carolina. 149 S. E. 585.

LANDLORD'S RIGHT TO CROP.—Under a provision in the contract reserving the title to the crop in the lessor, the lessor is entitled to the possession of all the crop until division, and has the right to take and hold enough of said crop which would on division of the same belong to the defendant to repay the lessor any and all advances made by him to the lessee or any indebtedness due him from the lessee. An executed change in the written contract, by which the lessor furnished the seed and half the crop on division, instead of the lessee furnishing the seed and receiving two thirds of the crop on division, does not alter the nature or break the continuity of the holding, and is not a new agreement creating an estate but only an executed modification of the old contract.—*Timm v. Arvidson*. Supreme Court of North Dakota. 227 N. W. 59.

PERSONAL INJURY.—Evidence that unskilled laborer was employed by written contract to raise elevators, and that defendants supervised his methods of work, held to make question for jury whether plaintiff was employee of independent contractor or defendants. Employer is required to exercise ordinary care to furnish to his employee reasonably safe working place, and he must take such precautions for safety of employees as ordinary prudent men would take in like circumstances; the duty being a continuing one. Evidence that workman was required to shovel dirt beneath overhanging concrete slab, which fell and injured him, and evidence of existence of old crack in concrete, held to make question of employer's negligence question for jury.—*Baker v. Scott County Milling Co.* Supreme Court of Missouri. 20 S. W. (2d) 494.

Buyer's Transit Must Be Protected.

M. H. Dopplmaier, Portland, Ore., plaintiff, v. Crowell Elevator Co., Omaha, Neb., defendant, before Arbitration Com'te No. 6 of the Grain and Feed Dealers National Ass'n, composed of S. C. Armstrong, E. L. Dial and D. L. Smith.

On Oct. 11, 1927, the defendant sold the plaintiff eight cars of corn for shipment to "North Coast 59c rate points."

It appears in making the shipment the defendant used transit from C. M. St. P. & P. Railway and C. & N. W. points of origin that did not extend transit out of Portland, Ore., as used by plaintiff, incurring a charge of \$72.12 on car C&NW 109772; \$35.33 on car UP 12989, and \$28.27 on car CNW 87862, in addition to the 59c rate specified on the contract.

The controversy in this case seems to be confined to privileges extended by transit used by defendant that would permit or not permit plaintiff to ship into any district covered by "Transcontinental Tariff 4 Series." This tariff is understood to cover the district from the British Columbia line to the California-Oregon line, and the transit or diversion privilege should allow the reshipping from Portland to any point in that district.

In an effort to be informed on this specific case the chairman of this com'te caused an inquiry to be made from the General Freight Department of the C. M. St. P. & P. Railway for their opinion as to reshipment of the particular cars in this case. The advice came from that department to the effect that the rate on corn applies to Portland and intermediate points on the Union Pacific Railway via Omaha, but they are unable to find tariff provision for the privilege of reshipping on transit account. From this information it seems the defendant erred in using transit credits in shipping these three cars, and, in so doing, failed to provide the reshipment privileges from Portland as intended by the contract.

Argument and evidence is not presented to prove there were or were not transit privileges that would permit reshipment, but upon information received through inquiry, it appears there was no such privilege, and in reality cars C&NW 109772, UP 12989 and CNW 87862 were moving under transit from Omaha that did not permit reshipment to Portland.

Inasmuch as the defendant employed reshipment from Portland to Omaha under "Transcontinental Tariff 4 Series," the defendant erred in making shipment on transit account there-

with, we find in favor of the plaintiff for the sum of \$135.72, the full amount of his claim, and assess the cost of this arbitration to the defendant.

"Subject to Prior Sale" Invalidates Offer.

Wilber Feed Co., Jamestown, N. Y., appellant, v. E. I. Bailey, Cleveland, O., appellee, before Arbitration Appeals Com'te of the Grain & Feed Dealers National Ass'n, composed of W. W. Manning, Jno. S. Green, C. D. Sturtevant, Geo. E. Booth and Mark Steele.

This case comes to the Arbitration Appeals Com'te from a majority opinion of the Feed Arbitration Com'te with a dissenting opinion filed by one of the members.

There is no dispute as to the facts. The appellee wrote July 12, "We have subject to previous sale, four twenty ton cars of Washburn's Standard Middlings," etc. "If you can use any or all of above, wire at once and if no change will be pleased to book your order."

The appellant telegraphed Friday, July 13, 1927, "Book the four cars Standard Middlings," to which message no reply was made by Mr. Bailey until the next day when the appellee wrote: "We did not wire reply as we had sold the four cars before hearing from you," which letter did not reach Mr. Wilber till Monday morning.

The Arbitration Appeals Com'te holds that in the absence of an outright offer, any acceptance would not be binding and establish a contract until a definite confirmation was received. It seems to this com'te that ordinary business courtesy should have prompted a speedier reply to Mr. Wilber's attempt to trade, but this does not alter the rights of the appellee. We hold that Mr. Wilber had only assumption and no definite facts on which to base a program until he had definite confirmation in hand.

We, therefore, affirm the findings of the majority of the Feed Arbitration Com'te and dismiss the appeal, the costs of the arbitration and appeal to be assessed against the appellant.

Unbading Puts Grain on Buyer.

Felton D. Gill, Minneapolis, Minn., plaintiff, v. Clement Grain Co., Waco, Tex., defendant, before Arbitration Com'te No. 4 of the Grain and Feed Dealers National Ass'n, composed of E. W. Crouch, E. Wilkinson and F. E. Gillette.

On April 4, 1929, Felton D. Gill wired Clement Grain Co.: "Small car clean good color number one mixed feed oats now Fort Worth please use forty-nine Waco immediate answer please collect." In reply to this wire, Felton Gill received a message as follows: "Slight demand number one mixed feed oats don't wish to buy, if wish consign them get forty-nine or better." To which the plaintiff replied: "All right forwarding car to you thanks."

The defendant's claim is that his wire to the plaintiff contained an error made by the telegraph company and should have read "If wish consign 'think' get forty-nine or better." The defendant admits that the records show that the telegraph company transmitted the word "them" instead of the word "think." Such being the case, your com'te is of the opinion that the plaintiff would in no wise be liable for this error. The evidence and argument of the defendant shows clearly that he did not intend to buy and did intend to say that he "thought" he could get forty-nine or better for the car of oats in question.

The defendant further takes the position that the car in question was a consignment and that he handled same to best advantage by unloading the car into his own elevator. He further argues that since he had paid for the car of oats he was justified in either selling same at any price obtainable or else putting same in storage for shipper's account, using his best judgment as to which method of handling would work out for the best interest of the consignor.

The records show that Felton D. Gill was expecting 49 cents or better Waco, for the car of oats and was not aware of the fact that Clement Grain Co. had ordered the car switched to its elevator until several days after the car had been ordered.

Your com'te holds that when the defendant ordered the car to his own elevator for storage without first requesting return of the funds he had invested in the car, that he on that date was obligated to take the car for his own account at invoice price unless he had previously obtained the consignee's consent to such method of handling or else had received the consignor's consent to take a price below invoice.

Felton D. Gill's claim is based on account sales at 49 cents which shows a balance due the plaintiff of \$76.75 before demurrage, reconsigning and inspection charges are deducted. Demurrage accumulated at Ft. Worth to the amount of \$13; the reconsigning charge was \$2.25 and inspection \$1.00, making a total of \$16.25 deductible charges. The com'te holds that Felton D. Gill is entitled to 49 cents Waco for the car of oats, and therefore renders a decision in favor of the plaintiff for the net amount of \$60.50 and assesses the costs of arbitration against the defendant.

GRAIN CLAIMS BUREAU, Inc. Box 687, Station A, Champaign, Ill.

Examination of account sales returns, shipping dates, and amount of grain actually loaded, frequently uncovers legitimate freight claims that you do not realize are collectable. Work done on percentage basis only. No saving, no charge. The recommendations of our clients prove this service to be of value.

W. S. BRAUDT,
Auditor, Champaign, Illinois

Supply Trade

MOLINE, ILL.—New machinery is being installed in the plant of the K. I. Willis Corp., manufacturers of Superior Elevator Buckets, which will increase the capacity by 50%.

ST. LOUIS, MO.—The Walter A. Zelnicker Supply Co. has ready for distribution its bulletins No. 394 and 397 covering its very extensive line of equipment. Copies of these bulletins will be sent Journal readers requesting them.

ROLLING STONE advertisers cannot advertise when business is bad because they have no money. They do not need to advertise when business is good because they have too much business. With the rolling stone advertiser, there is no time to advertise.

CHAMBERSBURG, PENN.—Allis Chalmers Mfg. Co., will be represented in this district by T. B. Woods Sons Co. The Woods Company will carry a large stock of Texrope Belts and will be in a position to make proper recommendations and render prompt service to the company's customers.

SYNCHRONOUS MOTORS, industrial control, and switchgear equipment will be exhibited by the General Electric Co. at the National Exposition of Power and Mechanical Engineering to be held in New York City, Dec. 2 to 7. W. A. Gluesing will be in charge of the exhibit which will occupy booth 5 and a portion of booth 4. The display of synchronous motors will bring to the attention of those visiting the Power Show the increasingly broad field of application and use of this type of motor and its automatic control. Synchronous motors in actual use range from the small 20-horsepower size to the giant 9,000-horsepower machines and are applicable in practically all industrial fields.

GRAIN DRIERS

for

**COARSE GRAINS,
SEED CORN,
BEANS,
PEAS, ETC.**

ROTARY DRIERS

for

MEAL, GRITS, STERILIZING PACKAGE GOODS, ETC., AND GRANULAR PRODUCTS OF ALL KINDS.

We would be pleased to correspond with you.

ELLIS DRIER WORKS

Division G. L. M. Corp.

822 W. Washington Blvd., Chicago
210 N. 13th St., Philadelphia, Pa.

PORTLAND, ORE.—The Charles H. Day Co. has announced an extensive expansion program to take care of the company's increasing business. The present organization includes Chas. H. Day, Wm. Schweizerhof, Hayden Miller, L. L. Kidder, E. L. Hedberg, E. C. Buehrer and A. P. Sprague, who have been known in the Western field for many years.

MARION, O.—The Grain Machinery Co. has just published an interesting brochure descriptive of its Haines Feed Mixer. This brochure, which is profusely illustrated, tells in detail all the advantages of this mixer, and contains also a list of users, some whom may be in your locality. A copy of this brochure will be sent Journal readers who write requesting it.

CEMENT PRODUCTION and shipments declined during October when 16,731,000 bbls. were produced and 18,695,000 bbls. were shipped and stocks on hand at the end of the month totaled 15,361,000 bbls. Production for October was 4.6% less and shipments were 5.8% less than in October, 1928. Stocks at the mills were 5.4% higher than a year ago.

New Single-Phase Capacitor Motors Run Quietly.

The General Electric Co. announces a line of single-phase, squirrel-cage capacitor motors, designated type KC, especially designed for quiet operation. These motors are expected to find their principal application driving blowers and ventilating fans, dust collecting systems, on low-torque centrifugal machinery where the motor is built into the machine.

Altho the motor is classified as a single-phase machine, it is really a modified two-phase, squirrel-cage motor with a capacitor in series with one phase of the stator windings. This gives starting characteristics similar to the two-phase, squirrel-cage motor; that is, it is self-starting. The capacitor remains in the circuit throughout starting and running so that full-voltage hand or magnetic control only is required. As a result of this, single-phase pulsation is absent. In addition special slot combinations and rotor construction are used to obtain an even greater degree of quietness.

The ratings available in the new line are from 1 to 25 horsepower, inclusive, at 3600, 1800, 1200 and 900 r.p.m. constant speed, with starting torque from 60 to 40 per cent of full load running torque depending upon speed. Maximum torque is approximately 200% of full load running torque.

Trade Practice Conferences.

The Federal Trade Commission's services in eliminating unfair competition are not so necessary in the grain business as in some other industries, but there still is room for the functioning of the Commission's trade practice conference. When an industry does, as did the Grain Dealers National Ass'n, a few years ago, adopt a code of ethics, it is evident that there must be individuals and corporations guilty of practices not redounding to the good of the trade.

Altho a code of ethics can exert but a moral suasion, in the grain business we have a stronger force, that of the organized exchanges, exerted principally to maintain the established rate of commission. A terminal grain merchant can do no business without a membership in the exchange and a violation of the rules may bring upon him a suspension from the privileges of membership, or an expulsion by which he forfeits the value of the membership.

The larger field for the operation of the Federal Trade Commission's trade practice conference lies with the country buyers of grain in their relations with other shippers at stations sufficiently near to be affected by overbidding, overgrading, giving the rise of the market, free storage or making advances to irresponsibles on grain not yet delivered. The

line company that boosts prices at one station only to put a single elevator operator out of business should be fair game for the Federal Trade Commission.

If the practices or methods used are shown by a preliminary inquiry to be unfair to competitors or are against the public interest the Commission then is authorized under the law to act. It can proceed against the offenders directly, or call a trade practice conference.

At the conference called by the Commission rules are adopted by the trade to regulate business conduct. When an individual or corporation thereafter fails or refuses to abide by the rules adopted by the trade the Commission holds such action to be prima facie unfair, and the machinery of the Commission can be set in motion to correct the practice, provided it amounts to a violation of the law in the light of the decisions of the courts.

Keep Dependable Records.

The necessity for filing income tax returns annually has forced many grain dealers to keep records who formerly depended only on memory or notice from the bank. Some of the records kept thereafter were poorly executed but they were better than no records. Study of them has had a beneficial effect in awakening interest in accurate records. The more details of business transactions recorded, the easier it is to make up the income tax statement.

A sufficiently detailed recording system will show costs. This information is directly valuable to the grain dealer in that it shows exactly where he is making money and where he is losing it, what items are a source of profit and which are handled at a loss. With such information he can soon stop the leaks.

Inaccurate records will not support claims made against railroad companies. Before paying money for claims the railroad demand to be shown where they are to blame and the exact amount of the loss on each shipment. Accurate records will help shipper to determine his loss and prove it to the satisfaction of the claim agent.

In case of fire, when the inventories and properties go up in smoke there is nothing that will help adjust the fire loss like dependable records, accurately kept and stored in a fire-proof safe so they run no risk of being destroyed. Where a business with accounts receivable is done, and most businesses have accounts receivable, such records are necessary to the collection of accounts.

A constant record of grain on hand is necessary if such grain is to be kept properly protected with insurance. Unless the records are kept accurately a grain dealer may have his inventory of grain long or short of his protection, thus either paying for more insurance than he needs, or risking some of his inventory unnecessarily, thru insufficient coverage.

It is much more profitable, and therefore pleasurable, to do business in the light of such facts as an accurate set of books give, than to do business on the haphazard guesswork which is the lot of the man with undependable records. The careless accountant never knows whether he is long or short on the market until his bins are empty.

Growth of the Liverpool wheat market was commented upon by George J. S. Broomhall, the statistician in a recent interview. In former times, he said, Liverpool was the distributing center of 60 or 70 thousand quarters of spot wheat per week and a few thousand quarters of wheat futures. Today it distributes 150,000 quarters of spot wheat thru the Liverpool docks and the Manchester Ship Canal besides operating in 1 or 2 million quarters of future wheat every week in the year. "It is no exaggeration to say that the Liverpool futures market has become one of the largest and safest hedging markets in the world."

Grain Carriers

NOVEMBER 30 has been set as the final date for sailings from Duluth of the Minnesota-Atlantic Transit Co. Several of the boats will winter at Duluth, some at Buffalo and one at Detroit.

THE "CHICAGO," a vessel belonging to the Great Lakes Transit Corp., went aground at Michipicoten on the Canadian side, carrying a \$130,000 cargo of feed and flour, all of which will be a total loss, according to reports.

INSURANCE on grain via the St. Lawrence River route costs one-fifth cent per bushel more than if shipped from Atlantic seaboard ports. On the boat the owner saves \$1,000 in insurance by loading at New York or Baltimore.

THE MAGGIE L which has been in the grain and coal trade for 40 years was rammed and sank near Clayton in the St. Lawrence River. The vessel was hit by a Key line steamer. Only one boat of the type, the Granger, remains on the Great Lakes.

BUFFALO, N. Y.—More than 40 steamers, holding upwards of 11 million bus. of wheat as storage grain, were tied up here on Nov. 18. The canal season was extended until November 20 from Nov. 15 as originally announced and the extension of time brot a rush of vessels for cargoes.

BUFFALO, N. Y.—The S. S. Briton went aground off Point Abino, 20 miles up Lake Erie from this place on Nov. 14 during a dense fog. The ship was carrying a cargo of wheat valued at \$250,000. The crew was forced to abandon ship two days later but lighters have been busy in an effort to salvage part of the cargo.

RAILROADS of the United States since 1921 retired 876,561 freight cars as obsolete or worn out, and in that time the total number of freight cars was reduced from 2,315,692 to 2,297,677. In 1928 88,561 were retired, against 213,789 in 1923. The effect has been to reduce the number of small cars available for interior distribution of grain.

REGIONAL MEETINGS of Shippers Advisory Boards have been announced as follows: Trans-Missouri, December 12, Baltimore Hotel, Kansas City, Mo.; Pacific Northwest, December 13, Multomah Hotel, Portland, Ore. (Agricultural Council meets December 12); Midwest, January 9, Palmer House, Chicago; Ohio Valley, January 14, Cincinnati, O.

CARS loaded with grain and grain products during the week ending Nov. 9 totaled 39,307 a reduction of 10,048 cars under the corresponding week last year and 5,817 cars under the same period in 1927. In the Western districts alone, grain and grain products loadings amounted to 26,593 cars, a reduction of 5,541 cars under the same week in 1928.

BUFFALO, N. Y.—Spencer Kellogg & Sons, Inc., have recovered judgment against Louis O'Donnell for damage to canal boat cargoes due to the employment of a drunken bargee to steer on a trip from Buffalo to Waterford on the Erie Canal, resulting in a collision. The judgment of the lower court in favor of the barge owners and tug owner was reversed by the U. S. Circuit Court of Appeals.—34 Fed. (2d) 925.

EXTENSION of the time limit of storage in transit privileges from 2 years to 2 years and 11 months has been requested of the Interstate Commerce Commission by the Minnesota Railroad and Warehouse Commission. The request cites the situation in northwest terminal markets "as extremely serious due to glutted storage facilities." The storage in transit privilege allows storage for 2 years without loss of lower thru rates.

RECONSIGNMENT schedules must be uniform as to all kinds of coal, the Interstate Commerce Commission has ruled in directing the Elgin, Joliet & Eastern railroad to withdraw its charge on certain coal or to make a similar charge on all kinds of coal to all destinations on its line. Anthracite and coal for coke had been exempt for the charge. The road is expected to remove the charges and thus cause other lines to follow suit as a competitive act. The ruling is a victory for the American Wholesale Coal Ass'n.

ACCESSORIAL or terminal charges at Atlantic and Gulf ports need not be stated separately the Interstate Commerce Commission has held in a decision on a case started in 1921. The case arose over the charge that railroads were performing such service and even warehousing at less than cost and in this manner imposed a prejudice upon private performers of such service as well as putting part of the cost on rail traffic benefiting from the low charges. The Commission also held that the evidence was insufficient to show that the charges are a burden on other transportation.

BIG DIAMOND MILLS CO., Minneapolis, Minn., has won its case for rate reparation from the Chicago Great Western Railroad before the Minnesota Supreme Court. In addition to the \$1,400 claim the milling company was awarded attorney's fees. A summary of the case follows: Tariff rate on grain milled in transit, moving from Minneapolis to East Joliet, Ill., the grain coming from beyond Minneapolis and the product destined for points east of the Indiana-Illinois state line, is held to be the grain rate so far as transportation between Minneapolis and East Joliet is concerned, under the defendant's published tariff.

THE PROPOSAL of the Central Freight Ass'n to revise rules governing the stopping of cars in transit to unload partially or to complete loading and to increase the charge for stopping from \$6.50 to a charge of \$10 has been withdrawn temporarily. The proposal was attacked at a hearing held in September and another hearing had been scheduled. The C. F. A. in announcing the withdrawal of the proposal, Advice Docket No. 22,607, stated that the proposal would be revised in view of the criticisms and suggestions made at the first hearing.

GRAIN, feed and flour interests of the New England states will be represented in proposed railroad consolidation in that area by a com'te from the Boston Grain & Flour Exchange. Albert K. Tapper, pres. of the Exchange, will serve as chairman of the com'te and the members are: Andrew L. O'Toole, 1st vice pres. of the Exchange, B. J. Rothwell, Frank J. Ludwig and Henry L. Atwell. Three of those named are accredited members of the New England Council, a group representing New England business. This group has taken the position that a consolidation of all New England Lines except the Vermont extension of the Grand Trunk and the Boston & Albany (New York Central Lines) would be the best solution for New England. The group is opposed to outside trunk lines acquiring control of any New England lines.

Plentiful crops in Poland has led that country to re-impose duties on the imports of grain and flour.

Grain Storage for France.

The French minister of agriculture recently announced a metallic grain storage construction program for France involving an expenditure of 400 million francs. There are now 800 granaries in France, writes U. S. Commercial Attache F. W. Allport at Paris.

It will be the government's policy to encourage, thru loans up to the amount mentioned, the formation of co-operatives of small farmers to construct granaries for their own use collectively, in order temporarily to hold stocks off the market in times of depression.

I. C. C. Activities.

Inland Waterways Corporation has asked the Commission to modify its formula for joint rail-water rates to a basis of 80% of the lowest rail rates.

In finance No. 7817, the amended application of the Northern Pacific for a certificate to construct lines in McCone, Garfield and Petroleum and Fergus counties, Montana, the Great Northern and the Milwaukee permitted to intervene.

In finance No. 7872, application of the Panhandle & Santa Fe for certificate to construct lines in Potter, Moore, Sherman, Dallam, Hutchinson and Hanford counties, Texas, the Chicago, Rock Island & Gulf has been permitted to intervene.

In No. 20,394, Nebraska Seed Co. v. Burlington, and the same v. C. & N. W. et al., the rates on sweet clover seed, carloads, from points in North Dakota, Minnesota and Wisconsin to Omaha were held not unreasonable after Nov. 1, 1927. Rates prior to that time were held unreasonable to the extent they exceeded rates charged after Nov. 1, 1927, and reparations were awarded upon that basis.

In I. & S. No. 3151 and No. 3223, the Commission has announced that it will hold further hearings upon rates on fertilizers, cottonseed cake and meal and cottonseed hulls, soybean cake and meal, ground velvet beans and peanut cake and meal and other products from points in the Mississippi Valley territory to points north of the Ohio River.

In No. 22,821, General Mills, Inc., successor to Red Star Milling Co., Minneapolis, Minn., v. Chicago, Rock Island & Pacific, complaint is made against rates on wheat from points in Kansas to Wichita, Kan., for milling in transit and reshipping of the flour to Galveston for export. Especially are the inbound rates to Wichita under attack.

In No. 21,003, North Dakota, doing business as the State Mill & Elevator Ass'n, v. Chicago Great Western, rates charged on wheat from points in Montana, milled in transit at Grand Forks and the products forwarded to Lebanon and Indianapolis were found applicable and not unreasonable. Commissioner Porter, dissenting, held that the thru rate to Harris, Ill., was applicable thru operation of the intermediate rule in tariff naming rates to Harris.

In No. 19,967, Valley Grain Co., Inc., v. C. C. C. & St. L., and No. 20,897, the same v. Southern et al., rates on grain from Wing, Ill., to Battle Creek, Mich., and Louisville, Ky., were held not unreasonable but are and for the future will be unduly prejudicial to dealers at Wing and unduly preferential of dealers at Fairbury, Forrest and Charlotte, Ill., to the extent they may exceed rates on a like tariff at these points. Reparations denied. Rates on grain, Wing to Chicago for reshipment lake and rail to St. Louis, held not unreasonable or unduly prejudicial.

In No. 22,066, Light Grain & Milling Co. v. Chicago, Rock Island & Pacific et al., Examiner Corcoran recommends that the Commission find that the aggregate charges on grain at points in Kansas and Oklahoma to Liberal, there milled in transit and the grain and grain products reshipped at the balance of the joint rate to interstate destinations on the Chicago, Rock Island & Pacific be put upon the same basis as other points of origin in Kansas and Oklahoma as at competing mills at Pratt and Hutchinson and other intermediate points and shipped to same where such rates would not otherwise be unlawful. Reparations are denied in the recommendation.

FIRE



can quickly consume your business, which has taken years to build up. Fire Barrels at strategic places throughout your elevator provide good protection against this menace.

Write for particulars relative to our better Fire Barrels and High Test Calcium Chloride which prevents freezing and evaporation.

Carbondale Fire Protection Co.
Carbondale, Penn.

In finance No. 22,280, Darling & Co. v. A. C. L. et al., Examiner Arthur Kettler recommends establishment of rates on peanut oil stocks, carloads, minimum of 40,000 lbs., from points in Alabama, Virginia, Georgia and North Carolina to Chicago, at 30% of the contemporaneous first class rates. Peanut rates including oil stock are the same. The examiner reported that carloads of products of oil stock could be shipped to Chicago at rates lower than oil stocks. He finds that, tho it may be improper to charge according to use, peanut oil stock is of low value and is entitled to a rate "based upon its characteristics" if such rates do not result in an unlawful situation. The examiner cited the description of oil stocks as submitted in the petition as composed of "shriveled, discolored, decomposed and wormy peanuts, shelled and not shelled, and peanut chaff, hearts, grits and skins unfit for human consumption."

Much Wheat at Terminals on Expiration of Reduced Rates.

Despite great activity to get wheat loaded before midnight of Nov. 15, the deadline on loading to obtain advantage of the low export rate, it is estimated that 6 to 6½ million bus. were on track or in elevators at the three Texas ports and 3 to 3½ million bus. in New Orleans on that date. The on the track estimate includes about 1,700 cars grain at Galveston.

Reports of large shipments of wheat to Europe on consignment to avoid payment of the additional freight rate are discredited, but it is believed that some wheat was moved on that basis.

Bids advanced enough in the last two days of the rate time to offset the difference in the Texas and Southern Oklahoma shipments, the reduction from these points being only 3½ to 4c lower than the old rate.

Lake Ontario Ports Opened to Big Lake Steamships.

Extending the area in which the large Great Lakes grain ships may operate and as a consequence opening up new points for elevator construction, the new Welland Ship Canal, connecting Lakes Erie and Ontario, has been opened.

The new canal will make it possible for grain ships to extend their voyages to Lake Ontario where Kingston, Prescott, Oswego and Ogdensburg, N. Y., will be given an opportunity to take a place along with Buffalo and Port Colborne as points of transshipments for grain bound for Montreal and the Atlantic seaboard.

The canal has a length of 25 miles and will lock ships thru a difference in level of the two lakes of 326½ ft. It crosses the Niagara peninsula about 10 miles west of Niagara Falls. There are 8 locks, three of which are of the twin type similar to the Gatun locks in the Panama Canal. The usable length of each of these will be 820 ft., width 80, depth 30 and lift 46½ ft. The time required to fill each lock will be eight minutes and the estimated time for a ship to pass from one lake to another is 8 hours.

The Canal cost Canada \$115,000,000. It will be at the service of U. S. vessels and be toll free on the same basis as offered Canadian shipping.

Huge grain elevator installations already are being projected at Kingston and Prescott.

Price regulation of foodstuffs and all other necessities of life thru a consumers council will be proposed to parliament by the Labor government of England early next year. A consumers' council has been attempting to regulate prices without statutory powers since 1925. Powers to demand information and enforce regulations will be sought.

Milling Industry of Canada.

Canada has 1,315 mills with a total daily capacity of 118,316 bbls. of flour. Of this capacity 115,000 bbls. are represented by 109 large merchant mills. Canada has the largest flour mill in the British Empire, with a daily capacity of 14,000 bbls. and the largest Canadian milling company controls a daily capacity of 23,200 bbls. The country still has over 1,000 mills of medium and small capacity, including nearly 600 little country grist mills. The grist mills turned out products worth more than \$27,000,000 last year.

The following list gives the province, the number of flour mills, the number of grist mills and the daily capacity of the flour mills: Prince Edward Island, 12, 3, 454; Nova Scotia, 13, 9, 485; New Brunswick, 11, 22, 717; Quebec, 91, 279, 21,155; Ontario, 188, 513, 62,139; Manitoba, 30, 8, 12,270; Saskatchewan, 45, 21, 8,834; Alberta, 36, 29, 11,609; British Columbia, 5, 0, 653.

Easy access to the Atlantic seaboard has long been a determining factor in deciding the location of mills. Montreal rose to a prominent position in early days and has maintained such a place up to the present. Montreal, tho only a summer port, has become the most important Canadian port of exit for Europe. It is favorable for winter shipments via Saint John and Halifax. The development of the Pacific trade has stimulated the growth of milling in western points.

All corn land in Maine must be plowed this fall as a defense measure against the European corn borer, F. P. Washburn, Augusta, state commissioner of agriculture, has directed. The borer has been making considerable headway thru Maine and the corn yield has suffered. The corn crop of New Brunswick was damaged by the pest during the season just closing.

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Have all the advantages and flexibility

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Expense and Bother of Steam Boilers

Simple to Install Simple to Operate Automatic

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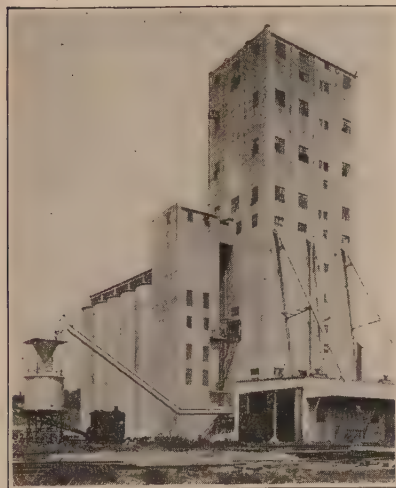
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CHICAGO ILLINOIS

HESS DRIER COMPANY OF CANADA, LTD.

68 Higgins Avenue, Winnipeg, Manitoba



1,000 Bushel Hess Direct Heat
Drier and Cooler

Crowell Elevator Company

I. C. Railway Elevator, Omaha Nebr.

LET US PLAN A GRAIN DRYING PLANT FOR YOU

Feedstuffs

Feed Manufacturer Starts Retail Stores.

The American Milling Co., of Peoria, Ill., and the McMillen Co., of Fort Wayne, Ind., who are the constituents of the Allied Mills, Inc., headquarters Chicago, are establishing retail stores for distribution of feeds.

Ten stores already have been started in Indiana and a few in Illinois and Wisconsin, operated under the name Sunshine Stores, Inc., with headquarters at Fort Wayne, Ind., and Robert O'Brien as general manager. Others will be established soon.

Poor Installation of Separator Results in Damage to Mill.

The importance of a long spout and feed table where a magnetic separator is employed to protect a feed grinder from tramp iron is demonstrated in the recent experience of the Grenola Mill & Elevator Co., of Grenola, Kan., managed by J. R. Demmitt.

A piece of tramp iron, apparently a harrow tooth, tho it could hardly be recognized as such later, got into the hammer mill while the latter was running. The piece of metal was broken into three pieces and badly disfigured, and before the mill could be stopped, the screen was ruined and torn from its anchorage in the mill.

Evidence that the magnetic separator was working was apparent in a bolt that was also found in the mill but which showed no signs of having been in it while in motion, for the bolt was in no way disfigured. Manifestly the magnets had held this until the current was shut off.

The real cause for the accident evidently was not the failure of the magnetic separator but a poor installation of a magnetic separator. Mr. Demmitt writes:

Owing to the small amount of space available, the spout from the feeder to the mill is short, not over three feet. And it has to be quite large across in order to handle the cobs, husks and such like which go thru it.

The metallic plate is installed just about the middle of this spout, which places the upper edge of the plate just about directly under the end of the feeder where the grain falls out.

This piece of iron might have fallen down and hit the spout just above the plate (it would have about 15 inches to fall), bounced up against the top of the spout and been passed over the plate before it got down on the bottom of the spout again.

One thing which I think it will be well to try to advise all who are thinking of installing a metallic separator is to have as long a spout ahead of the separator as possible. In this way the grain will have a better chance to be bedded down in the bottom of the spout before passing over the plate.

Before starting the mill after the accident I had two baffle boards put into the spout to try to divert the grain to the bottom of the spout. Think they will do some good, but I want to work out some way so that I can have a longer spout ahead of the plate.

Have been testing out the power of the separator, running cold chisels and the like thru the feeder, none of them getting by the plate. By holding an empty galvanized bushel basket to the outside of the separator I can see it beginning to take effect three or four inches away, and it will take it off my hands and hold it when an inch away. The largest screen for the mill weighs 20 lbs., and to hold it within one inch of the separator it will begin to draw, and when held in place on the separator I can let loose and it hangs there just as if a part of the machine.

The information given by Mr. Demmitt and his solution of the problem is a tip for all grain dealers operating feed grinders. A long spout or feed table ahead of the magnetic plate will permit the grain to level off and bed down before it reaches the plate, thus permitting the latter to be effective in catching and holding tramp iron.

Charge for Credit.

Feed dealers of the Palo Alto, Calif., district have signed up 100 per cent to enforce credit rules which will protect the dealers from losses, put the cost of credit upon those who use it and in this manner benefit the man who pays cash.

A. S. Walton, chairman of the Credit Rules Com'te of the California Hay, Grain and Feed Dealers Ass'n, announced the successful organization of the feed men in his district.

Starting Jan. 1 all purchases upon credit must be paid by the end of the second month or the customer is placed upon a C. O. D. basis. Any accounts 30 days past due are to be charged 7 per cent interest. Credit prices will be \$2 a ton higher than cash—\$1 discount for cash and a \$1 additional credit charge on the list price. A further allowance will be made for feeders who go to the warehouse for their feed.

Charging the credit user the cost of his credit instead of spreading it over the purchases of all customers is the basis for the instigation of the system.

The feed dealers will co-operate and use the services of the credit buro of Palo Alto.

Feed for Speeding Stock to Market.

The Iowa Beef Producers Ass'n in a recent bulletin states that linseed meal, pea size or as a meal, is a standard feed with old cattle feeders. It has a high percentage of protein, usually running about 34%. It has the added advantages of being liked by most cattle, and of having a beneficial effect upon the digestive system. It has laxative properties, thus keeping the animals cooled out, and also giving them a smoother appearance by keeping the hair smooth and glossy.

For best results the Iowa bulletin referred to suggests the following:

BABY BEEF RATIONS.

Starting on feed:

Corn, shelled or ground.....1½ to 2 lbs.
Oats, ground or whole.....2 to 4 lbs.
Bran.....1 lb.
All the clover or alfalfa hay he'll eat.

Later in the feeding period:

1. Corn, ground2 parts
Oats, ground1 part
Bran½ to 1 part
Linseed meal1 to 1½ lbs. daily
2. Corn, ground3 parts
Oats, ground3 parts
Bran1 part
Linseed meal1 to 2 handfuls
3. Corn, ground2½ to 3 parts
Oats, ground2 to 2½ parts
Bran1 to 1½ parts
4. Equal parts of corn, oats and bran, with 1 to 1½ lbs. of linseed meal daily. Corn and oats may be ground.
5. Corn, ground1½ to 2 parts
Barley, ground1 to 1½ parts
Bran1½ to 2 parts
Linseed meal1 to 1½ lbs. daily

To the above, add what clover or alfalfa hay the calf will eat. If silage is available, it will be well to add about 15 pounds per day to the above rations.

DES MOINES, IA.—The Tanvilax Feed Co. has obtained the services of Fred E. Miller of Chicago as research engineer and production manager. A new type of feed will be manufactured.

RAPID CITY, S. D.—An alfalfa meal marketing organization with \$150,000 capital is being formed here by J. W. Wilson, Hot Springs, S. D.; Gordon Stout, Kodoka, S. D.; Thos. E. French, Enning, S. D.; and Oscar Burns, Osago, Wyo.

Confirmation Blanks

Simple - Complete - Safe

If you would avoid trade disputes and differences, and prevent expensive errors, use triplicating confirmation blanks. You retain tissue copy, sign and send original and duplicate to customer. He signs one and retains the other.

This places the entire burden for any misunderstanding of your intention upon the other party and protects you against the expensive misinterpretation of your trades.

The use of these confirmations makes for safer business. Spaces are provided for recording all essential conditions of each trade.

Fifty confirmations in triplicate, bound with pressboard and wire stitched, size 5½x8".

Order Form No. 6 CB, Price 90 Cts.

Grain Dealers Journal

309 S. La Salle Street, Chicago, Ill.

YOU can get CARS

if you proceed properly in filing your order and follow it up persistently, earnestly and stubbornly with duplicating Car order blanks.

These formal orders give the station agent a feeling of responsibility, and often bring cars when verbal orders fail. By keeping a carbon copy of each order for cars would-be shipper has a complete record of all efforts to obtain cars—a certain proof in case of unreasonable delay by the railroad company.

CAR ORDER BLANKS are bound in book form. Each book contains 50 originals, 50 duplicates and 3 sheets of carbon. The originals are machine perforated so may be readily torn out, while the duplicate remains in the book.

If you wish station agent to heed promptly your orders for cars use Form 222 C. O., Price 75 cts.

Grain Dealers Journal

309 South La Salle St. Chicago, Ill.

Mineral Feeding Developed.

The increased sale of mineral ingredients and prepared mineral mixtures to both the feed manufacturer and the feeder is manifest evidence that these have proved their worth in practical tests. With the education of the feeder sales resistance has been cut down and the field broadened.

Practically every manufacturer of feeds has become convinced of the importance of minerals in the finished products he sells and it is seldom one finds a hog, dairy or poultry ration that does not show them in the list of its ingredients.

Several attribute at least a part of their success to minerals, especially in territories where these are deficient in the soil and the forage crops are unable to supply requirements of feeder stock. In such cases minerals make such a noticeable difference that a feeder would find it difficult to make a profit without their aid.

This condition is most evident in sections where single cropping of the soil with one grain has depleted the mineral reserves. Single cropping usually infers that there is no attempt on the part of the farmer to build his soil with fertilizer.

Being the man best acquainted with the farmers and the needs of the farmers in his community the grain dealer is in the best position to work with them toward increased and more economical production of livestock thru the required balanced feeding, and of grain thru rotation and fertilization.

Skim Milk Grades Established.

Grades for dry skim milk have been established by the American Dry Milk Institute and the Institute has also announced an impartial inspection service available to both the manufacturer of the product and the user, at a nominal charge.

The three grades are: Extra, Standard and Third grade.

The grades have been established after a careful study by the Institute, aided by representatives of the feed and food depts. of the Federal government. The Institute has issued a booklet giving the story of the grades which is available upon request. Sample containers for use in forwarding samples to the Institute are also available. The established price for grading is \$1.50.

The requirements for Extra grade, the finest dry skim milk that can be made under favorable manufacturing conditions, are: The powder shall be reasonably uniform in composition and the color shall be white or light cream; in powdered form and on re-solution the products shall be sweet and clean and free from rancid, tallowy, fishy, cheesy, soapy or other equally objectionable flavors or odors; in physical appearance it shall be free from all hard lumps and show no more black or foreign specks than in sediment disc No. 3; as to packing, the package shall be of such a character as to prevent contamination by dust, dirt or other foreign matter and to reduce to a minimum the possibility of absorption of foreign odors and moisture. The Extra grade shall have the following minimums regardless of manufacturing processes: fat, 1.5%; moisture, 4%; acidity, .16%; bacterial count, 30,000 per c.c.; and the solubility index minimum for spray dried shall be 1 c.c.; for vacuum drum dried, 2 c.c. and for roller dried 12 c.c.

Standard grade general requirements are similar to Extra grade requirements except that a storage flavor is permissible and that it shall be reasonably free from hard lumps and any large number of black specks or foreign matter and disc No. 4 shall serve as the sediment guide. Detail minimums are fat, 2%; moisture, 5%; acidity 2% and bacterial count 100,000 per c.c. and the solubility minimum for spray dried shall be 1½ c.c.; for vacuum drum dried 5 c.c. and for roller dried 15 c.c.

Third grade is defined as that product which fails in one or more particulars to meet the

minimum requirements for Standard grade and shall be considered unfit for human consumption.

Sanitary and health requirements for all manufacturing plants also are laid down by the Institute and must be obeyed to obtain grades.

The Elevator Operator's Opportunity.

In an age such as this when business is undergoing swift and unexpected changes it behooves every man to be alive to his opportunities, prepared to seize them when they come instead of waiting until someone else has taken advantage of them and made entry more difficult and less profitable.

There are a good many instances in the grain trade where a grain dealer had the first opportunity to go into the feed grinding business and establish it as a profitable sideline to his grain business, but failed to recognize the need until someone else had stepped into the field ahead of him. In such cases he has only himself to blame.

A good many opportunities are existent today for the installation of feed mixers and oat hullers. A demand has been in the course of development thru the principal medium of agricultural colleges. In a general way farmers want feed mixing. The grain dealer who is already doing feed grinding is in a position to meet the demand.

A mistaken idea is evident here and there that feed can be mixed efficiently thru a hammer mill. Some feed grinder men actually boast that they do as good a job of mixing thru their mills as some of their competitors do thru batch mixers. They are deluding themselves.

Without a doubt feed can be mixed thru a grinder. But mixing the feed in that way is simply regrinding it, which may mean that the finished product will be finer than it is wanted. Of greater importance from the grain dealer's standpoint is the cost of the power required to run the grinder against the very low cost of power necessary to operate a mixer. If there is any appreciable amount of mixing to be done it much better to spend the necessary money to install a mixer and extra power unit. The savings will more than make up the cost.

A study of the needs of your community will reveal whether installation of a mixer or an oat huller would prove profitable or whether it is capable of development to a point where it can prove profitable.

Horse Ass'n Convention to Reveal Surprises.

The tenth annual convention of the Horse Ass'n of America is to be held on Dec. 4 at the Palmer House, Chicago. At 12:30 luncheon will follow the 10:30 session, and be followed by a 1:30 session and the 7:00 o'clock banquet dance.

Heretofore this gathering has always been productive of the results of very fertile thought and careful study on problems of vital interest to the grain trade.

The increase in horses naturally increases the demand for and consumption of grains. And the more efficient the horses the more producers of grain can profit.

Real dirt farmers who have continuously made good money from farming activities have been induced to say a word at the annual banquet. Their messages will, no doubt, be accompanied with comparisons on the cost of farm operation with motor power and with horse power. Ranchmen, breeders, traffic commissioners, county agents, professors, army officers, and others, will all be represented on this very enlightening program.

The motorization of certain units of the U. S. Army, according to Major General Fred P. Austin, of the field artillery division, is taxing the treasury far out of proportion to their comparative value of being motorized over using horses. In wartime particularly, he considers it much more practical to use horses than to clutter up factories with the manufacture of trucks. The use of horses is a policy that insures the use of the finite resources of the country, and a wiser course to pursue.

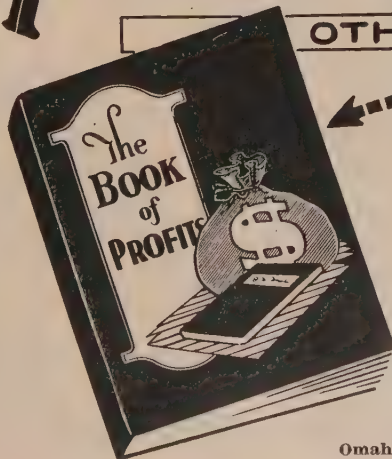
Beginning Nov. 29, and for two weeks thereafter, Chicago becomes the mecca of the agricultural world, with some forty-one organizations indicating an expected influx from every state and at least 14 foreign countries.

Leading this procession of events is the International Live Stock Exposition and Grain and Hay Show, an educational masterpiece in agricultural showdown. Some 5,000 samples of small grains and hay have been entered.

RUPERT, IDA.—Machinery has all been installed in the buildings erected by the Pecos Alfalfa Mill Co. and the alfalfa mill is now in operation.

WINNEBAGO, MINN.—J. W. Nelson of Faribault, Minn., has purchased the Winnebago Feed & Flour mill, built in 1915 and operated since then by W. J. Fruchte.

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Extent of Poultry Industry.

The extent of the poultry industry in the United States is indicated by the fact that, according to the last agricultural census, of the 6,371,640 farms in the United States, 5,505,617 farms reported chickens. The total value of the products of the poultry industry in 1926 was \$1,181,000,000, constituting 9 per cent of the value of all farm products. The eggs produced had a value of \$620,000,000, according to the department of commerce.

The principal egg producing section of the country lies in the north central states, including Ohio, Indiana, Illinois, Michigan, Wisconsin, Minnesota, Iowa, Missouri and North and South Dakota, in which area almost 50 per cent of the chickens are raised and eggs produced, Iowa being the leading state, followed in order by Missouri, Illinois and Ohio. In recent years commercial poultry farms have been developed. These are found throughout the country, usually near the large consuming

centers, and are most numerous on the Pacific and middle Atlantic seaboard.

On the basis of reports received on about 20,000 farm poultry flocks, the indications are that the total number of birds in all the farm flocks of the country at the end of 1929 will be about 5% greater than the total at the end of 1923, or about the same as the total at the end of 1927, says the Bureau of Agricultural Economics, U. S. Dept. of Agriculture.

The reports indicate that there were 2.4% fewer hens and pullets in laying flocks on Oct. 1, 1929, than on Oct. 1 a year ago, but the number of young chickens of this year's hatch, including pullets being saved for layers, was about 10% greater than on Oct. 1 last year.

Compared with a year ago, the number of young chickens have increased generally throughout the country, with 14% more in the North Atlantic States, 10% more in the North Central group, 13% more in the South Atlantic, and 8% more in the South Central and in the Far Western States.

The bureau believes that by the end of the year the total number of birds in laying flocks will exceed the total number at the end of 1928 and thus make up the decline in number that occurred in 1928.

Excessive Cost of Sideline Credit.

It costs all elevators of Iowa from \$3,000,000 to \$5,000,000 a year to carry their book accounts on credit sales during the last 8 years according to a computation made by the extension department of the Iowa Agricultural College at Ames. The study was made with 200 farmers' elevators of the state under the direction of Frank Robotka, extension agricultural economist.

The survey was made to help solve the problem of loss of profits thru the elevator companies selling on credit. A study also of when and how the grinding business may be made profitable at small elevators is also being made.



Jacobson GRINDERS

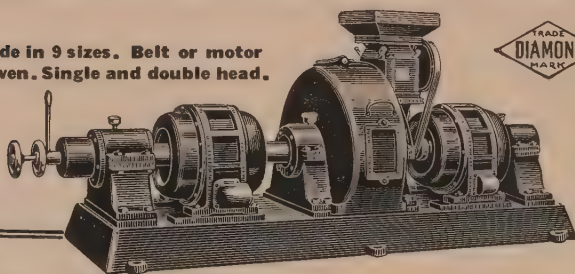
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Feed grinding profits depend on the production of superior quality feeds at low power and upkeep costs. The Jacobson Universal Grinder completely fills the demand of the country elevator or feed mill. Great capacity and finer grinding of small grains, seeds, stalks, hay, etc., are combined with unusually low power, costs, repairs and replacements, and trouble free operation. Get the facts on the Jacobson Line, Sales and Service Plan.

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operates a Municipal Mill in which they installed a 22-inch DIAMOND ATTRITION MILL supplanting two other mills. Mr. L. A. Cowles, Supt., says, "With the DIAMOND MILL we have doubled our earnings on custom grinding since installing, because of its quick service and low operating costs." Write us for more information about DIAMONDS.

Diamond Huller Co., Winona, Minn.

Record of Cars Shipped

This double page form is designed especially for country shippers in keeping a complete record of each car of grain shipped from any station or to any firm, may be kept by themselves under the following column headings: Date Sold, Date Shipped, Car No., Initials, To Whom Sold, Destination, Grain, Grade Sold, Their Inspection, Discount, Amount Freight, Our Weight, Bushels, Destination Bushels, Over, Short, Price, Amount, Freight, Other Charges, Remarks.

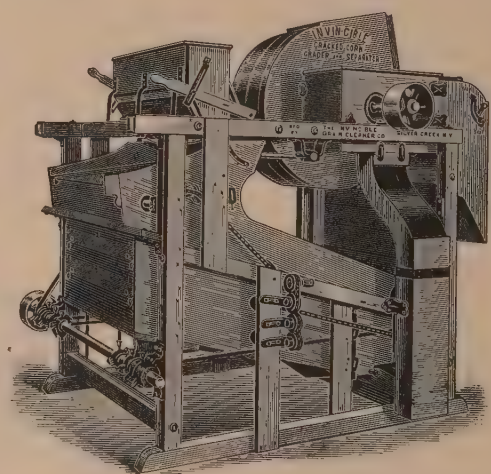
The book is 9 1/2 x 12 inches, and contains 160 pages of ledger paper, 29 lines to each page, and has spaces for recording the foregoing facts regarding 2320 carloads. It is well bound in strong boards with leather back and corners.

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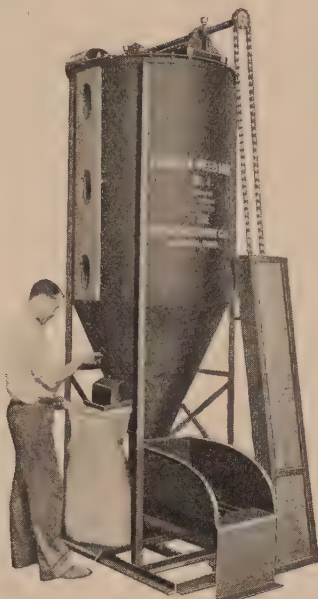
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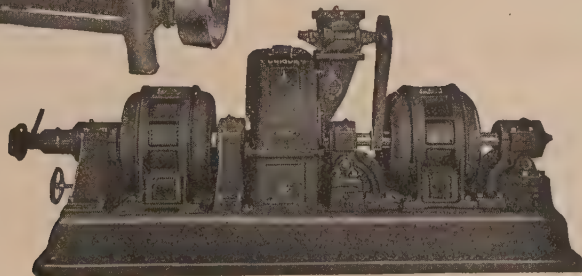
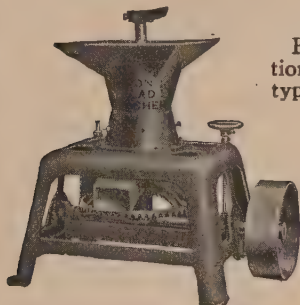
Ohio

OF COURSE YOU HANDLE FEEDSTUFFS! BUT WHAT PROFIT DO YOU MAKE?

We can show you how to make your own feeds at a good substantial profit and also increase your business by giving better service to the farmers in your community.

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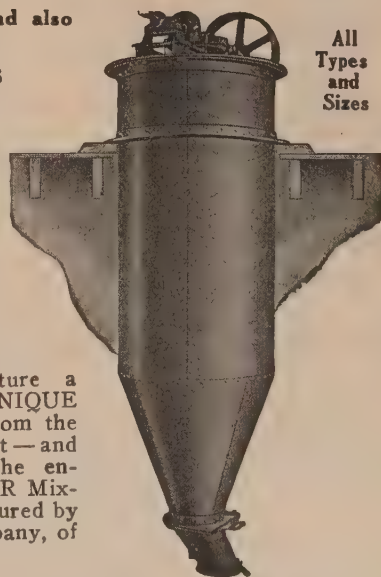
Here is a feed grinding combination which enables you to grind any type of feed the way customers want it ground. The UNIQUE attrition mill is known throughout the country as the mill that produces MORE and BETTER grinding CHEAPER.



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The UNIQUE Vertical Mixer is one of the most popular feed mixers on the market. The first cost is small — the machine is easy to install and economical to operate, and will mix all kinds of feeds at a profit for you.

We also manufacture a complete line of UNIQUE Horizontal Mixers—from the smallest to the largest—and recently took over the entire Line of GARDNER Mixers formerly manufactured by the Gedge-Grey Company, of Lockland, Ohio.



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**Sulphured and Natural Oats
Barley Buckwheat and other
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BOWSHER Crush
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Rapidly crush ear corn (with or without husk) and grind all the small grains; either separately or mixed—mixed as they are being ground—not before or after. This saves time and labor.



"COMBINATION" MILLS
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*Pure Flake
Buttermilk*

9 Large Plants
Excellent Service

THE FAIRMONT CREAMERY CO. U.S.A.**OMAHA, NEBRASKA****Feed Grinder**

KIDDER, S. D.—The Kidder Feed Mill burned recently.

CROOKSTON, MINN.—E. L. Matthews has moved his feed mill.

ARLINGTON, S. D.—The Farmers Elevator Co. has installed a feed grinder.

DUVALL, O.—Feed grinding machinery will be installed by the Teegardin Grain Co.

ESTES BROOK, MINN.—N. A. Christenson has sold his feed mill to Bemis Brothers.

HUDSON, WIS.—The Kelley Feed Store has installed a mill. J. W. Kelley is the proprietor.

WASHOUGAL, WASH.—George P. Dibble has installed a feed grinder at his feed store here.

BIRMINGHAM, O.—The Birmingham Mill & Supply Co. is installing a Sidney Vertical Feed Mixer.

ESTES BROOK (P. O. FORESTON)—N. A. Christenson has sold his feed mill to Bemis Brothers.

GILA, N. M.—A feed mill and warehouse is under construction here for the Bossett-Jones Flour Mills Co. here.

SALEM, S. D.—W. R. Kaufman is building a 12x26 ft. feed plant to house a hammer mill, powered with a 50 h.p. motor.

TOUCHET, WASH.—Harry Taylor will install a feed grinder in the feed store he recently purchased from A. H. Cummins.

ALEDO, ILL.—The Aledo Feed Mill is adding a 32x14 ft. oat hull storage room adjoining the plant. A carload of hulls can be stored.

BISHOP, TEX.—The Miracle Feed Mill has been incorporated with a capital of \$15,000 by John A. Wuensche and E. T. Simmang, Jr.—P. J. P.

MUSKOGEE, OKLA.—A new feed mill has been installed by the New State Flour & Feed Co. as part of its expansion program. The company now manufactures all types of feed. M. A. Munding is the proprietor.

WATERLOO, IND.—The Waterloo Milling Co. has been organized here for the operation of the grist mill as a feed and flour plant. William E. Bromley and son, Robert L., of Garrett, have become interested in the plant.

WESTPHALIA, MICH.—The Westphalia Milling Co. is installing a Bauer Hammer Mill with a direct connected 50 h.p. Fairbanks-Morse pipe ventilated motor. Mill is equipped with a built-in magnetic separator to take the tramp iron out of the feed. They are also installing a 10 h.p. and 25 h.p. G. E. fully enclosed self-ventilated ball bearing motors to be controlled by automatic starters providing low voltage and overload time limit protection.

CROOKSTON, MINN.—E. L. Matthews, veteran feed store and mill operator, has established his mill and business in a new location.

Cottonseed Futures Working Higher.

Memphis, Tenn., Nov. 23.—Cottonseed was higher on the opening Monday, and with only minor setbacks continued to improve thru mid-session Friday, November trading up to \$37.00 December \$37.15, January to \$37.90, March to \$39.40, and May to \$40.40 at the highs. Sellers were a little more numerous on the bulge, and the market worked lower from mid-session Friday, thru Saturday, to close the week about unchanged from last Saturday. Prices having moved in a narrow range of around \$1 per ton. The futures continue to hold very attractive premiums over mill bids for the actual, in the spot month, as well as in the deferred deliveries, which are carrying premiums beyond November of around 75c per ton per month.

Deliveries against November contracts so far this month have totaled 400 tons, and the open interest is now very limited. Cash handlers continue to accumulate some seed and those actually delivered are being held in store against December commitments, and December deliveries are anticipated to possibly aggregate close to 1,000 tons, and all of this seed will probably remain in bonded storage at least until January—March open interest is liquidated.

Cottonseed meal closely followed seed values and worked up to a high for November at \$37.80, December at \$38.25, January at \$38.25, March at \$38.50 and May at \$38.35, on Friday. At these levels, and on the assumption that the advance of around \$2 on some of the active futures, during a five day period had been too rapid, selling interest developed from a rather widespread territory, and at the close values were only slightly changed from a week ago. December, January trading back down to \$37.75, February, March to \$38.00, and April to \$38.10 at the close. Mill selling is only in limited volume, but trade buying has also declined, insofar as this section is concerned, and the Southeastern markets are lined up with the futures on about a normal basis, while the Western sections are maintaining an abnormal premium. The weather has favored the bulls, but has been more than offset by a feeling particularly among pit traders, that the market is due for some further reaction, and hedge selling from cash handlers, as price insurance against spot purchases.

Total sales for the week were 19,425 tons.

Pratt Food Co. Expansion Program at Buffalo Nearing Completion

Buffalo, N. Y.—The building and other work now taking place at our Buffalo mill is simply a part of the general expansion program of this company and involves, in the case of the mill in question, an expenditure of approximately a quarter of a million dollars between Sept. 1 and Jan. 1, by which time all new work now scheduled for that mill will be completed.

The present improvements consist in general of a second unit with reinforced concrete grain tanks with a capacity of 300,000 bus. in addition to the existing storage facilities. The foundations are also in for a third unit of the same size, but it will not be built this winter. This gives us grain storage facilities at our Buffalo mill of well over a half-million bushels.

In addition to this, a reinforced concrete warehouse consisting of two stories and basement with a floor area of approximately 50,000 sq. ft. has been added to existing large warehouse facilities. The grain tanks are scheduled for completion about Dec. 15 and the warehouse about Dec. 1. At the present time work on them is fully up to schedule.

While this is the major building portion of the program, extensive changes in the mechanical equipment are also being made. Two new scratch feed units of the most approved type and layout, two mash feed units and a large dairy feed unit are being installed. In connection with the latter there will be storage capacity for about ten carloads of molasses.

The contract for the addition to the warehouse was awarded to the Hydro Const. Co. and the contract for the grain elevator is being executed by the Monarch Engineering Co.

By the first of the year it is our confident expectation that our Buffalo mill will not only represent the most modern type of mill construction and equipment, but its capacity for producing feeds and meals will rank among the very foremost in the east.—J. W. Keller, Pratt Food Co.

**Feed System Engineers—Plant Designs
Special Feedmill Machinery—Feed Formulas**

DRIED BUTTERMILK AND SKIMMED MILK
Packed 100-lb. Paper-Lined Bags

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Grains in Poultry Feed.

Corn is a most valuable grain for poultry feeding. It is very digestible, 81.6 per cent of the protein, 91.3 per cent of the carbohydrates and 88.1 per cent of the fat in the grain being utilized by the hen. Corn is, therefore, an economical feed. Because of its size and color, it is very attractive to fowls, and because of its palatability it is relished as much as any other grain.

Yellow corn means yellow color in the fanks, skin and yolks of the eggs. Corn should not be fed alone, as it contains too much carbohydrates or fat-forming nutrients in proportion to the amount of protein or muscle-forming nutrients. Corn is usually cheap in comparison with other grains, and can be obtained practically everywhere.

"Feeds and Feeding"

ILLUSTRATED

19th Edition—770 Pages

By W. A. Henry and F. B. Morrison.

The recognized authority on feeds and feeding. Careful study of this book by elevator operators who grind and mix feeds will place them in better position to advise their farmer patrons as to the best in feeds. Keep it in your office within easy reach of your patrons and encourage their reading it.

Contains valuable formulae and suggestions on feed ingredients, proportions, etc.

Price \$4.50, f. o. b. Chicago.

Grain Dealers Journal
309 S. La Salle St., Chicago, Ill.

Wheat ranks in importance next to corn as a poultry grain. It should have a prominent place in the grain part of the ration because of its palatability and digestibility. Wheat has been characterized as the most perfect grain for poultry because of the fact that it contains the protein and carbohydrates in very much the same proportion as the fowls use them. Despite this fact, it is nevertheless true that fowls will thrive better on an exclusive diet of corn than one of wheat. Wheat is always fed whole to mature fowls, but is cracked for young chicks.

Oats rank as the third best grain for fowls. Because of the hull, oats contain more fiber (10 per cent) than most grains. As this fiber is practically indigestible, it is desirable to have the oats as plump as possible. Light oats will most certainly be wasted if other grains are fed in sufficient quantities to satisfy the appetites of the fowls. Oats should be heavy, plump and yellow in order to be relished.

Buckwheat is a good grain for laying hens when it can be bought at a reasonable price or raised on the farm.

Barley makes an excellent grain for poultry. It may be used as a substitute for wheat when the price of the latter gets too high. It is quite digestible and ranks above oats.—*Live Poultry Transit Bulletin*.

GRAIN doesn't dull the plates and hammers of attrition and hammer mills—it's the glass, stones, nails, bolts and other of the miscellany of objects that are fed into these mills and eventually (if it doesn't break the mill) into live stock. A set of dull plates or hammers can well increase the power bill 100 per cent for a given amount of grist. And that increase just about completely eliminates the profit from the operation. Dull plates and hammers, broken equipment and power losses can be eliminated and more and better grist obtained by the installation of a good separator ahead of the mill.—*Our Paper*.

Proposed increases of the duty on burlap and burlap bags have been attacked as prejudicial to the interests of the farmers of the Pacific Northwest in a telegram sent Oregon senators by the Portland Grain Exchange.

ONE of the main objectives of the progressive feed dealer is to keep his customers in business. In order to accomplish this he informs himself on feeds. Such knowledge puts him in a position of counsellor to his trade, with the result that his customers not only stay in business, but increase the size of their plants and feed consuming flocks. The enlightened dealer's primary interest in any item is the profit he can make by selling it, and at the same time enhance his reputation with his customers. The price minded customer seldom increases the dealer's or his own bank balance. Keep your customers in business by selling them feeds that assure them a profit.—*Scratch*.

CALIPATRIA, CAL.—Sacking of alfalfa leaf and blossom meal in the field at the time of harvesting the crop is the goal of Ira D. Aten, farmer, who already has developed equipment which chops the cured hay as it is picked up from the field. Aten has made a chopper, blower and loading machine. The cured hay is elevated to the chopper from where it is blown into large wagons run alongside the machine. It is then hauled to feed racks where it is blown into weather resistant stacks. By using a separator in conjunction with a dust collector Aten hopes to sack the leaf and blossom meal at the time of harvesting.

J. P. PARKS MILL FEEDS

Dried Buttermilk—Linseed & Cottonseed Meal
Brokerage Exclusively
400 New England Bldg. Kansas City, Mo.
327 So. La Salle St., Chicago, Ill.

For These 6 Reasons Your Feed Grinder Should Be A MONARCH ATTRITION MILL

- 1 It is the most Profitable.
- 2 It lasts the longest.
- 3 It grinds faster.
- 4 It produces cool, uniform feed.
- 5 It uses less H. P. per ton and costs the least to operate and maintain.
- 6 It is built by a company with more than twenty-five years' experience building feed grinders and is recognized by dealers as America's Most Profitable Feed Grinder.

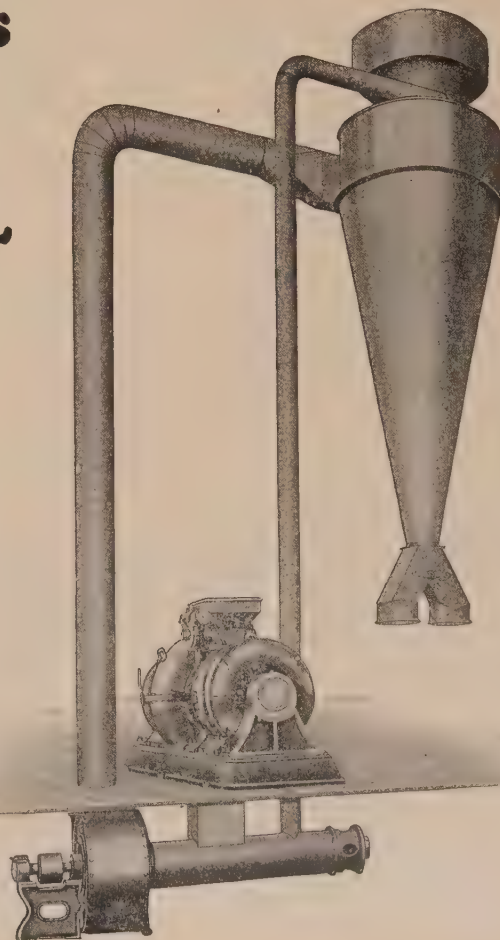
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1202 Sherman St., MUNCY, PA.

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Flour and Feed Mill Machinery



Grass Cakes for Feed.

Practical methods of preserving for winter feed the high feeding value of grasses kept short by rotational cutting are being sought with some hope of success in experiments being conducted in England. Success would bring dried grass into the market as a concentrated feedstuff.

Research on the nutritive value of grasses has been going forward at the School of Agriculture, Cambridge and methods of preserving the grass are being studied by Imperial Chemical Industries, Ltd., at its new agricultural research station at Jealott's Hill, near Maidenhead.

Grasses kept short are remarkably high in protein content, in vitamins, in milk and bone forming materials and in coloring matter, Dr. H. E. Woodman of Cambridge has pointed out. Also it has been shown that these properties are practically independent of the species of grasses and do not vary greatly throughout the season. These conditions, of course, apply only to the young grass about 4 or 5 weeks old, consisting largely of blade and cut before lignification has had time to begin.

Grass, Dr. Woodman reports, cut at 3-week intervals, gave an average protein content of 21.14 per cent, an average digestible crude protein content of 16.66 per cent and average N-free extracts of 46.68 per cent of a digestibility of 80.8 per cent to 86.2 per cent. The average content of crude fiber was 17.16 per cent, of the surprisingly high digestibility of 77.4 per cent to 81.1 per cent. A crop of about two tons per acre of dried grass has been obtained from unfertilized land.

In 1927 the search for economical means of preserving these properties was started. Drying and ensiling were obvious starting points. But since the project involved the handling of four or five crops each year it appeared that artificial drying would be necessary, apart from the difficulties of handling the short grass once it had been dropped to the ground for natural drying by sun and wind.

In 1927 grass cakes were made, and reported on very favorably by Dr. Woodman both for the feeding of dairy cows and for fattening stock. Some of these cakes are still in good condition so the keeping qualities are not questionable. Attention has therefore turned to the economics of drying.

While it is questionable whether means for the artificial drying of hay may ever be economical it must be remembered that since the grass has a far greater feeding value it is able to carry a considerably greater production expense.

The use of grass in the form of meal for the feeding of poultry is another study being made.

LEXINGTON, MISS.—The properties and business of the Lexington Gin & Trading Co., including the feed mill, seed sheds and gin, is reported to have recently been acquired by the Hiawatha Milling Co., Inc., of Jackson, Miss.—P. J. P.

VAN ALSTYNE, TEX.—The Taylor Grain Co. has installed a Bowsher Hammer Mill, a ten-ton batch mixer, etc., changing their flour mill over to a feed mill. All new equipment is electrically operated. The concern plans to engage in the manufacture of sweet feed at a later date.—P. J. P.

ALLIANCE, NEB.—Edw. Sitz, 75, died at Sidney, Neb., while visiting his son, Roy. About four years ago he organized the Alliance Cereal Mills and was operating them at the time of his death. (Roy Sitz also operates a similar plant at Sidney). His widow, three sons and a daughter survive him.

THE CALIFORNIA HAY, GRAIN & FEED Dealers Ass'n has manifested interest in standardizing feed practices on the Coast and has taken the matter up with the Federal Trade Commission. The Commission will hold a conference with interested feed organizations in the Spring, requesting all such to get together before that time.

New Trademarks for Feedstuffs.

INDEPENDENT GRAVEL CO., Joplin, Mo., filed trade mark Serial No. 287,615, a design picturing a hen wearing collar, hat, etc., under the words, HAPPY HEN GRIT, to describe crushed limestone grit for poultry.

INDEPENDENT GRAVEL CO., Joplin, Mo., filed trade mark Serial No. 287,615, a design picturing small chicks playing musical instruments under the words CHEERFUL CHICK GRIT, to describe crushed limestone grit for poultry.

BRADY, TEX.—The McCulloch County Oil Mill lost its seed warehouse by fire recently, the loss being placed at \$50,000.

HEMET, CALIF.—John C. Eichenauer is now associated with J. C. Loomis, Inc., large alfalfa seed handlers. He formerly was engaged in the seed business at Yuma, Ariz.

Criteria in Alfalfa Meal Grades.

Color, protein, fiber and moisture should be the principal factors in the formulation of government standards for alfalfa meal in the opinion of the majority of feed dealers of the country. The dealers have so informed the Bureau of Agricultural Economics of the U. S. Dept. of Agriculture. The report was made by W. H. Hosterman, standardization and marketing specialist of the Bureau, in addressing the convention of the Ass'n of American Feed Control officials.

Fineness of grinding and the amounts present of grass, foreign material and hay plants other than alfalfa are other factors that should be considered in the grading scheme, he declared.

"Definite color standards for the several grades of alfalfa meal can be established by the use of Munsell color cards now used in measuring the color of hay, but unless some method is found whereby protein and fiber content can be determined fairly quickly, it is doubtful whether they can be used as grading factors," said Mr. Hosterman. "Moisture in meal can be determined by the Bidwell-Sterling method. Fineness of grinding should be considered as a sub-classing factor rather than a grading factor."

Investigations are to be made by the bureau to find out whether material other than alfalfa in the meal can be detected with the microscope, and further study is required on the problem of whether meal into which musty or moldy hay has been ground is entitled to grade as high as meal made from sound, sweet hay.

The suggestion has been made to the bureau that the alfalfa meal grades should correlate with the United States hay grades, but the most serious objection to this plan, Mr. Hosterman said, is that many mills scalp the meal in order to produce leaf meal, and correlation of the grades with the hay grades would require inspectors to observe the milling process.

"The poultry specialists of several of the western agricultural experiment stations," Mr. Hosterman said, "believe that there is a relation between the amount of green color and the vitamin A and D content. It might be rather difficult to determine whether a correlation between color and vitamin content really exists, and such a study probably should be carried on by nutrition or vitamin experts rather than by standardization specialists. The idea that a correlation exists between color and protein or fiber content of the meal has also been presented. Should such a correlation exist, it would simplify the development of meal grades. It is very doubtful, however, if such a correlation exists, because, usually, stemmy hay which is of good, green color, has been found to be low in protein and high in fiber, and sometimes brown and discolored leafy hay is high in protein and low in fiber. Since data on these three factors will be determined on each sample of meal in the investigational work, it will be very easy to prove or disprove this theory."

Iowa Feed Mfrs. Organize.

Organization of an ass'n of Iowa manufacturers of commercial feeds was launched at a meeting Nov. 20 at Des Moines. Milton Liggett of Seymour presided and A. E. Sargent of Des Moines acted as sec'y.

Chairman Liggett named the following com'te to draw up by-laws to be presented at a second meeting to be held in January: J. W. Coverdale, Cedar Rapids; W. I. Sargent, Des Moines; R. B. Gorton, Mason City; W. T. Barr, Ames; and Mr. Liggett.—Art Torkelson.

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Straight Cars Mixed Cars
Operating HIAWATHA MILL

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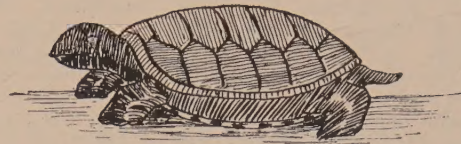
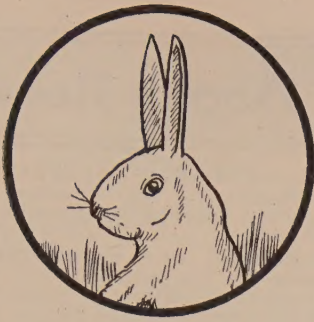
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What Do You Need in Preparing Feeds?

Check below the items in which you are interested and mail to Information Bureau, Grain Dealers Journal, Chicago, and information on where to get what you want will be immediately sent you.

Attrition mills	Gluten, feed, meal
Alfalfa meal	Hammer mills
Blood, dried	Iodine
Bone meal	Iron oxide
Buttermilk, dried,	Linseed meal, cake
semi-solid	Meat meal, scrap
Calcium, carbonate,	Minerals
phosphate	Mineral mixtures
Cocoonut oil meal,	Molasses,
Cod liver oil	Oyster shell, crushed
Charcoal	Peanut meal,
Commercial feeds	Phosphates, rock
Cottonseed meal,	Potassium, chlorid
cake	iodide
Feed mixers	Salt
Feed concentrates	Screenings
Feeders for mills	Skim milk, dried
Fish meal	Soybean, meal
Formulas	Tankage
	Yeast for feeding

Information Bureau
GRAIN DEALERS JOURNAL
309 S. La Salle St. Chicago, Ill.



THE TORTOISE AND THE SNAIL

are about the most peaceful of Mother Nature's children. They have neither the mile-a-minute speed of the rabbit, or the ferocity of the lynx to carry them from, or to repulse attacks of their enemies.

So Mother Nature, with an eye to their welfare, has provided them with strong, hard shells to which they can retire when danger threatens. This shell is all the protection that a snail or tortoise has, but it is ample.

Your products, like the snail and the tortoise, cannot run away from the bumps, rough handling and knocks that they receive daily. It is up to you to protect them. It is up to you to provide them with strong, tough coverings that will guard them against injury, rugged, powerful.

"Coverings that Protect"

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PRESIDENT
BAGS

New and
Second-
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SAVANNAH, GA.

BOSTON, MASS.

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(We will buy your secondhand bags)

Feed Notes.

STILLWATER, OKLA.—The Shannon Grain & Seed Co. has installed a feed mixer.

VINELAND, N. J.—Hartley W. Ridge-way's feed and flour business has been incorporated for \$100,000.

MILLARD, WIS.—E. D. Steenrod has his Model Feed Mill in operation here. The equipment is powered with unit electric drives.

OKLAHOMA CITY, OKLA.—A large addition to house a feed manufacturing plant is being erected for the Alfalfa Products Co.

McALESTER, OKLA.—The Bryant Milling Co. has purchased the Allen mill and will use the property for the development of a feed business.

ATHENS, TENN.—We want machinery and formulae for the production of a complete line of high grade feeds.—Athens Roller Mills.

MINNEAPOLIS, MINN.—Shipments of millfeed during October totaled 68,282 tons, compared with 74,657 tons during October, 1928.

THIEF RIVER FALLS, MINN.—The new building of the Land o' Lakes Creameries, Inc., to be used as a poultry feeding station, a place to store feeds and to house offices of the local unit was opened here Nov. 9 with appropriate ceremonies.

WALWORTH, WIS.—The Walworth Lumber Co. has taken possession of its two new feed plants, one located at this place and the other at Zenda. Both plants are completely equipped.

PETERSBURG, VA.—The Percivall Milling Co. has been incorporated for \$50,000 to manufacture commercial feeds and to deal in grain and vegetable products. Hugh L. Percivall is pres. of the concern.

CHICAGO, ILL.—J. M. Peacock, graduate of Purdue University and an experienced feed man, has been named chief of a new service department for feeders which has been organized by the Hales & Hunter Co.

MURFREESBORO, TENN.—A one story, 60 ft. square, metal warehouse, is under construction here for Allied Mills, Inc., Chicago. W. F. Arendale is the local manager. The warehouse will be completed Dec. 15.

HORTONVILLE, WIS.—Charles Rahn, 19 was killed when a burr machine exploded at the grist mill here. A dynamite cap mixed with grain is blamed. The machine was demolished. New machinery is being installed.

DALLAS, TEX.—The Tex-O-Kan Feed Mills has started running here, manufacturing a complete line of poultry and stock feed. J. E. Mitchell is manager of the feed department. The mill is a branch of the Perry Burrus Elevators.

BLACK RIVER FALLS, WIS.—S. H. Van Gorden & Son have moved their local business into the new feed plant here. The building, 50x100 ft., is of tile. Besides storage capacity it houses a grinder and a one-ton mixer. The plant is complete in every way.

SAN FRANCISCO, CAL.—Adoption of federal hay standards as California standards and the opening of state inspection and weighing at Westmoreland have been asked of the state dept. of agriculture by the Imperial Valley Hay Improvement Ass'n. Westmoreland is developing as a truck receiving point.

OKLAHOMA CITY, OKLA.—The new state laboratory offering an opportunity for more inspections and fees will result in an increase of between \$50,000 and \$60,000 in revenue from the new feed inspection law. The figures were made public by Harry B. Cordell, pres. of the Oklahoma Board of Agriculture.

MECHANICSBURG, PA.—Harry R. Brinser, engaged in the milling and feed business at this place for more than 20 years, died here after a long illness. He owned the Golden Leader Milling & Feed Co. until the first of the year when he sold it to his son, Lane W., who survives. Two daughters also survive.

SEATTLE, WASH.—Standard purchase and adjustment terms for the hay trade of the state and work upon a set of trade rules to be offered at the trade practice conference of the feed dealers of the state were considered at a joint meeting of the hay com'te and the Trade Practices Com'te of the Washington Feed Dealers Ass'n at Seattle, Nov. 18. Standards for soybean meal also will be considered at the meeting.

A. W. McKay, rated as a Dept. of Agriculture expert in marketing, has been named head of the co-operative marketing division of the Federal Farm Board. The division, transferred from the Dept. of Agriculture, has been enlarged with head of 5 groups including William J. Kuhrt, grain specialist.

Bean and Sorghum Crops.

The U. S. Dept. of Agriculture's latest report on the grain sorghum and bean crops follows:

GRAIN SORGHUM.

Yield per acre. (Production.)

States.	9-yr. aver., 1919-1927.	1929.	Harvested, subject to revision in Dec., 1928 (1,000 bus.)	Nov., 1929, preliminary estimate.
Missouri	21.0	15.0	2,326	1,485
Nebraska	19.2	17.5	485	385
Kansas	18.7	16.0	28,633	17,664
Oklahoma	17.4	14.8	30,762	23,517
Texas	23.7	17.0	69,000	48,331
Colorado	12.2	10.0	2,560	2,510
New Mexico	18.7	22.0	3,384	4,642
Arizona	26.7	35.0	1,508	1,820
California	30.7	31.6	3,875	3,634
United States	20.4	16.5	142,533	103,988
BEANS.				
(10-yr. av.)				
Maine	15.5	17.0	90	102
Vermont	*13.0	16.0	70	80
New York	12.8	12.0	1,160	1,200
Michigan	11.4	8.8	5,918	5,685
Wisconsin	9.3	8.5	54	68
Minnesota	10.4	9.0	45	54
Nebraska	*9.9	9.0	87	81
Montana	*13.2	10.0	624	490
Idaho	17.1	23.0	1,476	2,116
Wyoming	*13.8	19.0	384	418
Colorado	6.2	6.5	1,390	1,807
New Mexico	5.3	7.5	856	1,575
Arizona	6.8	10.0	42	60
California	15.1	16.7	4,425	4,860
Oregon .....	....	6.0	....	42
United States	11.2	10.7	16,621	18,638

*Short time average.

Books Received

CEMENT AND CONCRETE is a general reference work on the various phases of the industry issued by the Portland Cement Ass'n, Chicago.

GRADING DRY SKIM MILK, a pamphlet issued by the American Dry Milk Institute, describes the laboratory methods of analyzing the product according to the grades recently established and gives instructions upon the taking of samples for analysis. The treatise also gives a general outline of the grade system, the descriptions of the grades and methods provided for the conduct of business under the grading system. Copies may be obtained from the institute at Chicago.

ARMOUR'S FARMERS ALMANAC, 1930, is a collection of information on fertilizer, how it creates wealth thru increased crop yields and better quality products. Among the things it states is that nitrogenous fertilizer will not only increase the yield but will increase the protein content of wheat. The articles contained in the almanac are by such recognized authorities as Prof. H. R. Kraybill, Purdue University; Emil Truog, University of Wisconsin; G. S. Fraps, State Chemist, College Station, Tex.; W. H. Stevenson, Iowa State College of Agriculture; John R. Fain, Georgia State College of Agriculture; R. J. H. DeLoach, director Agricultural Research, Armour Fertilizer Works, and several others. Weather forecasts, phases of the moon, historical events and other data customary in almanacs are given. A valuable book to anyone interested in soil culture or in the progress of the farmers in his community. Free, on application to Armour Fertilizer Works, Chicago, Ill.

COMMERCIAL FEEDS by W. H. Strowd has for its purpose the presenting of information, as the author says, "regarding legitimate, semi-legitimate and illegitimate manufacturing processes, and the relation of such processes to the economic and nutritional value of feeds." The author is sec'y of the National Soft Wheat Millers Ass'n and he formerly was chief chemist, Wisconsin Dept. of Agriculture. The writing of four chapters has been assigned to various individuals in the particular lines discussed. The Appendix contains much valuable reference material including hay grade requirements, feed trade rules, uniform feed law, official definitions, weights of feed materials, specimen labels, statistics and other material of value. The book is written not only for the feeder but for manufacturer and seller. The subject matter is handled in a manner that makes it easy for the reader, tho he may have no knowledge of feeds, to grasp technical matters as they are presented in a non-technical way. The National Miller, Chicago; price, \$3.

Among farm implements developed for use in control of the European corn borer and recently demonstrated upon the government farm near Toledo, O., were: plows designed to completely cover up stalks left standing; standard makes of corn binders and ensilage harvesters provided with attachments for cutting off the stalk at the surface of the ground; sled, wheel and hand-operated stalk shavers cutting off stalks at the ground; and dump and side delivery rakes for cleaning up the ground.

Suppose Mr. Hoover should call all the meat packers to Washington and tell them that if they will pool their selling so as to get higher prices, the Government will supply them the money at 2% below the commercial market. I am sure there would be no marked reluctance about entering such a program.—Gordon C. Corbaley, pres., American Institute of Food Distribution.

Average daily (24-hour) capacity of the mills in the United States operating on the 1929 crop is 657,500 bbls. compared with 666,437 for 1928. For states, the figure for Minnesota in 1929 is 104,638 bbls. and for 1928, 115,855. For Kansas the 1929 figure is 96,201 and for 1928, 97,356. The figures for New York are 58,966 and 56,920.

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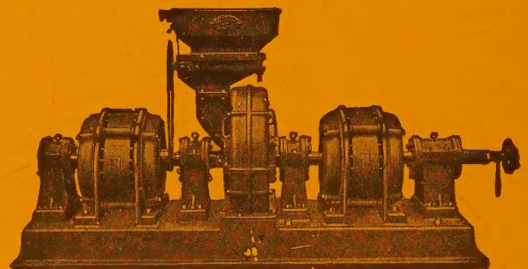


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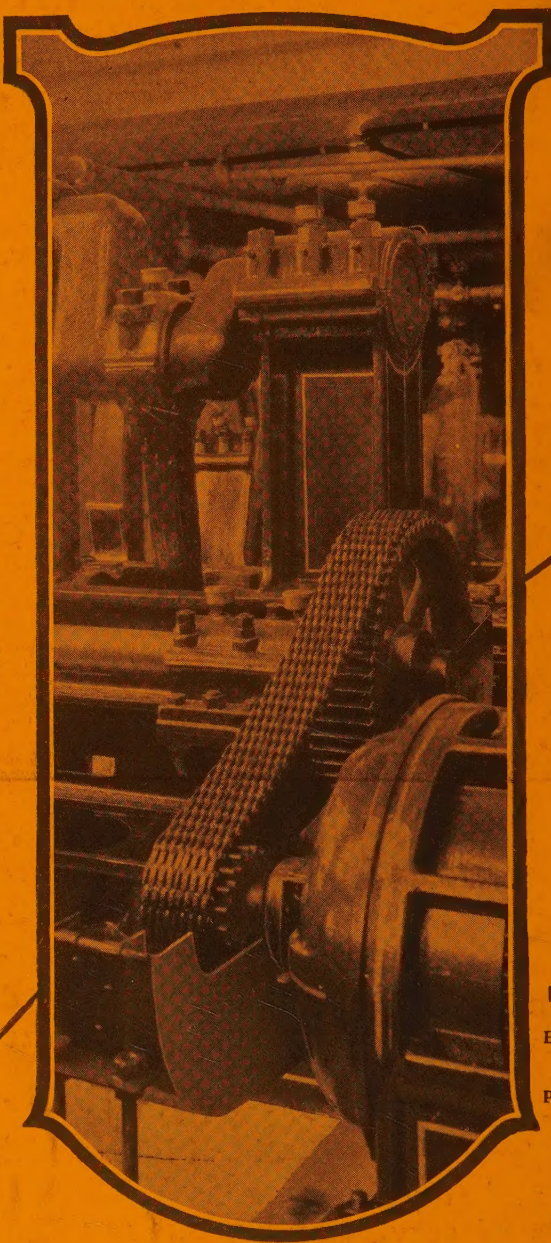
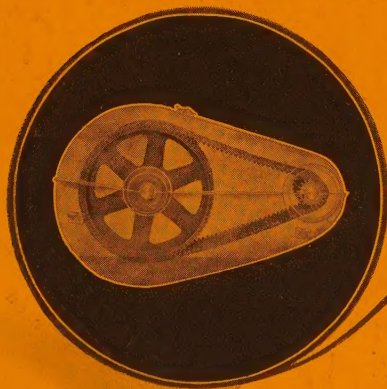
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